



Hongkong Daily Press.

ESTABLISHED 1857

GENUINE
1865
BRANDY.
\$42.00 PER DOZ.
H. PRICE & CO.
12, QUEEN'S ROAD.

No. 13,495 號伍十玖百肆千叁萬第 日捌十式月肆年十二緒光

HONGKONG, FRIDAY, JUNE 14TH, 1901.

伍拜禮 號肆十月陸年壹零九千壹九港香 PRICE, \$2½ PER MONTH

WATSON'S "B" COGNAC BRANDY.

A. S. WATSON & CO.
LIMITED,
THE HONGKONG DISPENSARY.

CUTLER PALMER AND CO.
WINE SHIPPERS SINCE 1815,
Who have consigned their Brands to Hongkong
for over half a century.
Apply to G. C. ANDERSON,
Hongkong, 13, Praya Central.

JOHN WALKER & SONS'
FAMOUS
KILMARNOCK WHISKY.

This World-renowned
Fine OLD HIGHLAND WHISKY,
Sole Shippers—CUTLER, PALMER & CO.,
is obtainable in Hongkong of their Agents,
SIEMSEN & CO.

Hongkong, 1st January, 1901.

CUTLER, PALMER
& CO.'S

PRICE \$1075 PER DOZEN

NET

"SPECIAL BLEND" WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies

Apply to
SIEMSEN & CO. Hongkong.

HONGKONG HIGH-LEVEL TRAM WAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.	
7.30 a.m. to 8.00 a.m.	Every 10 minutes.
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.30 a.m.	Every 10 minutes.
9.30 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.30 a.m.	Every 10 minutes.
11.30 a.m. to 12.45 p.m.	Every 15 minutes.
12.45 p.m. to 1.15 p.m.	Every 10 minutes.
1.15 p.m. to 1.45 p.m.	Every 15 minutes.
1.45 p.m. to 2.15 p.m.	Every 10 minutes.
2.15 p.m. to 3.00 p.m.	Every 15 minutes.
3.00 p.m. to 3.30 p.m.	Every 10 minutes.
3.30 p.m. to 4.00 p.m.	Every 15 minutes.
4.00 p.m. to 5.00 p.m.	Every 10 minutes.
NIGHT CARS.	
8.45 p.m. & 9 p.m., 9.45 to 11.15 p.m., very 1 hour.	
SUNDAYS.	
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.30 a.m.	Every 10 minutes.
9.30 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
11.00 a.m. to 1.00 p.m.	Every 15 minutes.
1.00 p.m. to 5.00 p.m.	Every 10 minutes.
5.00 p.m. to 6.00 p.m.	Every 15 minutes.
6.00 p.m. to 7.00 p.m.	Every 10 minutes.
7.00 p.m. to 8.00 p.m.	Every 15 minutes.
NIGHT CARS as on Week Days.	

Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Com-
pany's Office, 38 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1901.

VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having
a first class Machine, and the above Es-
tablishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLE" CYCLES,
and we also supply fittings of every description.
Repairs executed with promptitude and skill.
Examining a speciality.

McKIRDY & CO.,
45 & 43A, QUEEN'S ROAD EAST.
Hongkong, 4th April, 1901.

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.
\$5.50 per Cask of 375 lbs. net ex Factory.
\$5.30 per Bag of 250 lbs.
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 1st June, 1901.

COLD STORAGE.

THE Hongkong Ice Company, Limited
is now prepared to receive perishable pro-
visions for Cold Storage at East Point at
Moderate Rates.

WM. PARLANE,
Manager.
Hongkong, 17th February, 1899.

PHOTO- GRAPHIC PLATES, PAPERS AND CHEMICALS.

EASTMAN'S KODAKS, FILMS AND ACCESSORIES,
DEVELOPING AND PRINTING UNDERTAKEN.
A. CHEE & Co., 17A, QUEEN'S ROAD, HONGKONG.



SOLE AGENTS—
CALDBECK, MACGREGOR & CO.
15, Queen's Road,
Hongkong, 11th June, 1901.

THE VICTORIA DISPENSARY HONGKONG.

AERATED WATERS.
SIMPLE AERATED WATER. SODA WATER.
LEMONADE. GINGER ALE.
SARSAPARILLA. RASPBERRYADE.
TONIC WATER. LEMON SQUASH.

SPECIALITIES

AYALA CHAMPAGNE, EXTRA QUALITY.
This is one of the most Popular Brands in London. Supplied to ALL the principal
Clubs and Hotels. 2 Doz. Pints. 1 Doz. Quarts.
Price... \$42.00 \$40.00
ROUSSILLON CHAMPAGNE, RESERVE CUVÉE.
The Favourite Brand in NAVAL and MILITARY Messes. 2 Doz. Pints. 1 Doz. Quarts.
Price... \$36.00 \$35.00
Special Rates to Messes.
"DRY ROYAL" SAUMUR.
A most delicious Sparkling wine and extremely moderate in price.
Price... 2 Doz. Pints. 1 Doz. Quarts.
\$23.00 \$21.00
BUCHANAN'S WHISKY. "BLACK & WHITE" HOUSE OF COMMONS
This splendid and well-known Whisky has one of the Largest Sales in England and the
Colonies. It is wonderfully MELLOW and WELL MATURED.
Price—Per Doz. \$15.00. Special Rates to the Trade.

SOLE AGENTS for above—LANE, CRAWFORD & CO.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.
SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned—
SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT

\$22.50 PER DOZ. \$20 PER DOZ.

Distinguished by 4 Stars on the label. This fine Wine is old, soft, and of grand flavour
See analysis and certificate by Professor Cassal

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY—

THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG.

AERATED WATERS.

WATKINS' CROWN BRAND.

UNSURPASSABLE FOR PURITY AND

FLAVOUR.

SEE THAT EACH BOTTLE BEARS OUR NAME AND TRADE MARK.

WATKINS, LIMITED.

W. BREWER & CO.

NEW BOOKS AND NEW EDITIONS
By ENGLISH MAIL.
Cassell's Academy Pictures—to be Com-
plete in 5 Parts—Part I... \$3.50
Navy and Army Illustrated, Vol. XI... 10.00
Siege of Peking Legations, by Rev.
Roland Allen... 4.50
Queen's Number of The Sphere... 3.00
Pro Patria, by Max Pemberton... 1.50
Memorial Prayer Book... 1.25
Lybth, by Rider Haggard... 1.50
China's Only Hope, by Chan Chi Tang... 2.25
Bals the Impossible, by Sarah Grand... 1.50
Deeds and Charges Foreign Ports, &c... 10.00
Know Your Own Ship... 4.50
Marine Engineering, by Seston... 13.00
Elementary Steam Engine, by Jameson... 2.25
Dictionary of Medicine, by Thompson... 6.50
and Steels... 1.50
Pocket Atlas of the World... 2.25
Fears' Marvellous Encyclopedia... 0.70

BRANDIES.
OTARD, DUPUY & CO., 1848
" " " V.S.O.P. " " " \$7.00
" " " THREE STARS " " " 4.00
" " " ONE STAR " " " 2.50
J. & F. MARTELL, THREE STARS " " " 1.75
EXHAROS No. 1 " " " 3.00
J. HENNESSY & CO. (Bottled in Cognac), THREE STARS " " " 2.75
EDMOND MARTELL & SANGE... " " " 1.75
FAVORI (GREY & CO.) " " " 1.50
NATIONAL COMPANY, LIMITED " " " 1.00
COOKING BRANDY " " " 0.50
Apply to—
G. GIRAULT.

UNITED ASBESTOS ORIENTAL AGENCY (LIMITED.)

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE
UNITED ASBESTOS COMPANY, LTD., LONDON.
CONTRACTORS TO H. M. GOVERNMENT.
MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c.,
"GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the
best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum on
Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR"
METALLIC BOILER JOINTS as SUPPLIED to H. M. and other FOREIGN NAVIES.
ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used exten-
sively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and
FUNNEL PAINT. "SALAMANDER" Lubricating and Cylinder Oils of the Best Quality.
"CAUTIONEDALE METAL" Anti-friction Plastic Metal, recognized by engineering experts
to be the best Metal in the Market.
ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.
Chief Superintendent... THOMAS SKINNER.
Superintendent... ARCHIBALD RITCHIE.
DODWELL & CO. LIMITED, General Manager

REMINGTON TYPEWRITERS

WITH ALL REQUISITES.
SIEMSEN & CO.
SOLE AGENTS.

COTTAM & CO.

HONGKONG HOTEL BUILDINGS.
CELLULAR CLOTHING. LIGHT, DURABLE, and COOL.
A FULL STOCK OF
TENNIS SHIRTS, DAY SHIRTS AND SINGLET.

CHAMPAGNE "MONOPOLE."

HEIDSIECK & CO., REIMS.
PURVEYORS to
THE IMPERIAL and ROYAL COURT at BERLIN.
THE IMPERIAL ROYAL COURT of AUSTRIA.
THE IMPERIAL COURT of RUSSIA.
CARLOWITZ & CO. Sole Agents.

FOR SALE.

EUROPEAN HOUSES at LEIGHTON
HILL ROAD, 80% of the Purchase
Money can remain on Mortgage on Tontine
System. A Person with a very small saving
can purchase one of these.
A. RUMJAHN.
Hongkong, 29th May, 1901.

CIGARS AND CIGARETTES.

THE undersigned beg to inform the Public
that they have been appointed SOLE
AGENTS in Hongkong for the celebrated
"GERMINAL" FACTORY of Manila.
Thoroughly Good Quality and Reasonable
Prices. Stock on hand in Hongkong.
T. M. STEVENS & CO.,
4, Duddell Street.
Hongkong, 8th June, 1901.

G. E. WARREN,
BUILDING CONTRACTOR,
No. 25, ABERDEEN STREET.

SANITARY APPLIANCES SUPPLIED
and FIXED. DRAINS, TRAPS,
WASTE PIPES, &c., CLEANED and
REPAIRED. Sanitary Board Notices receive
prompt attention. Agent for MOSAIC
TILES. Prices on Application.

THE HONGKONG STEAM WATER
BOAT COMPANY, LIMITED.

THE above Company is prepared to supply
the shipping in Hongkong with PURE
and FILTERED WATER both for deck and
boilers.
Call Flag W.

J. W. KEW,
Manager,
20, Des Vaux Road.
Hongkong, 18th December, 1900.

For Terms, apply to
CLARKE & CO.,
Proprietors.

MANAGER.

INTIMATION.

GOLD MEDAL PARIS 1878 1889.
of Highest Quality
and having Greatest
Durability are there-
fore CHEAPEST.
JOSEPH GILLOTT'S
PENS.
The Only
Award
Chicago, 1893
NUMBERS FOR USE BY BANKERS.
Barrel Pens, 225, 226, 282
Slip Pens, 332, 309, 287, 100,
404, 7, 900.
In Fine, Medium, and Broad
Points
THE NEW TURNED-UP POINT. [261]

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect
Elegantly Furnished Reading, Music, and
Smoking Rooms.
Dining Accommodation for 250 persons.
Hydraulic Elevators to every floor.
Cuisine of the best.
Hot and Cold Water throughout
Wines and Groceries imported specially from
Europe and America.
Electric Lighting in the Billiard Rooms.
Wines, &c., cooled by Refrigerator.
All Hotel Linen washed on the premises by
Machinery.
Bedroom Accommodation—132 rooms.
Fire Extinguishing Mains on every floor
CHARGES MODERATE.

THE PEAK HOTEL.

City Office: 7, Duddell Street.
HOTEL CRAIGIEBURN.

PUNKET'S GAP, The PEAK, near the
Tram Terminus.
Tel. 56.
For Terms, apply to the
MANAGER.

Hongkong, 2nd July, 1900.

THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.

A FIRST-CLASS PRIVATE HOTEL.

Handsomely Furnished and Exceedingly
Spacious Rooms.
Very MODERATE TERMS to FAMI-
LIES by the DAY or MONTH.

THE CONNAUGHT HOTEL

A FIRST CLASS HOTEL of 45 Bed-
rooms, elegantly furnished.
The Hotel is situated near all the Banks and
Principal Offices in the Colony.
Special Attention paid to the Comfort of
Guests.
Cuisine excellent; under Experienced Man-
agement.
Terms Moderate.
A. FONSECA,
Manager.
Hongkong, 1st December, 1899.

KOWLOON HOTEL

THIS HOTEL is situated in a quiet
locality, away from the din and distur-
bance of the City, and surrounded by a deli-
cious Garden, it is an ideal place of Residence.
The building stands on an eminence, giving a
magnificent view of the Harbour and the
City of Victoria. It is within easy access of
the Kowloon Wharves, where the principal
Mail Steamers disembark Passengers, and from
which there is a regular ferry service to Hong-
kong.
Bowling Alleys and Billiards.
The Cuisine is Excellent.
J. W. OSBORNE, Proprietor.
J. H. DOWNS, Manager.
Hongkong, 8th September, 1900.

HING KEE HOTEL

(Established 1873)

MACAO.

THIS First-class and well-famed establish-
ment is pleasantly situated in the centre of
PRAYA GRANDE, facing south, with a
charming view of the sea on the front. Com-
fortable and well furnished Bed-rooms.
Cuisine Excellent. Prompt Attendance.
Terms very Moderate.
L. HING KEE, Proprietor.
Telegraphic address "HINGKEE"

THE HONGKONG PASSENGER'S TRANSFER CO.

20, LEE YUEN STREET EAST.

ACCEPTS ORDERS to TRANSFER
BAGGAGE to all parts of Hongkong,
also from Ships to Shore and to Outgoing
Vessels, thus saving Travellers all trouble and
annoyance. Our Launch meets all incoming
Passenger Boats.

W. H. G. MORDEY, Manager.
Hongkong, 20th May, 1901.

INTIMATION.



A. S. WATSON & CO.,

LIMITED

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS
OF

AERATED WATERS

IN THE FAR EAST.

OUR FACTORIES are constructed with every attention to the best principles that sanitary science can suggest; and our NEW FACTORY at WEST POINT is the LARGEST and BEST EQUIPPED in the FAR EAST.

A PERFECT SYSTEM of FILTRATION is employed, guaranteeing ABSOLUTE PURITY.

The Machinery used is of the latest type.

A STAFF of ENGLISH EXPERTS attend to every detail of the Manufacture.

The Waters produced are of the highest class and excellence; as testified to by the best English makers.

A. S. WATSON & CO.

LIMITED,

THE HONGKONG DISPENSARY,
HONGKONG.

Hongkong, 31st May, 1901.

DEATH.

On the 12th June, at the Government Civil Hospital, WILLIAM HENRY MILLS, son of John and Henrietta MILLS, aged 4 months. [1500]

The Daily Press.

HONGKONG OFFICE: 14, DES VETTES ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 14th June, 1901

THE announcement that the Governor-General of Indo-China "has formed a company with a capital of seventy million francs to construct and exploit a railway into Yunnan," telegraphed by Reuter, would, were the enterprise any other than French, excite in most minds a lively satisfaction. It is true that Yunnan is a very mountainous country; that it is the most inaccessible of the Chinese provinces, and that it is scantily populated, the entire population being estimated at less than twelve millions in an area of 107,969 square miles. But none the less it is rich in minerals, the copper mines having for centuries mainly supplied the wants of the Celestial Empire, while the salt deposits are also of great value. Gold and silver are likewise known to exist, and jade-stone is found in some districts. The soil is adapted to the cultivation of the poppy, and a large quantity of opium is annually exported from the province. The famous Puerh tea is grown in the district known by that name, and there are other valuable products, which are capable of extensive development, were markets for them made accessible. There is no reason why France should not cherish, as a legitimate ambition, the desire and project to tap this province, and bring to its border a market for its varied products. Were this the aim of the French Government, we should heartily wish them all success; but when we have good reason to believe that the main idea in forming the company above referred to is not to open up trade and develop the resources of the country, but to spread French influence, enlarge the area of French colonies, and divert to French monopolists the trade and public works of another great country, then we find it difficult to accord our sympathy to French enterprise in this direction. Unfortunately the French politicians and writers suffer acutely from earth-hunger, and to appease this malady they are everlastingly seeking to discover fresh countries, not for absorption, but merely for annexation. Meantime the French people keep their thrifflily saved money in the stocking, or

cautiously invest it in Rentes or in real estate. Now and again, it is true, they get bitten by some wild-cat scheme like the Panama Canal project, which absorbed so many millions of hard-earned money, but as a rule French investors look askance at enterprises in distant countries, even if carried on under the aegis of the French Republic. Nor do Frenchmen seek these new countries either for purposes of trade or settlement. With the exception of a very few merchants, a few mercantile adventurers, and some others who leave their country for their country's good, the only Frenchmen who go out to French Colonies are the little army of badly paid officials, and the naval and military forces detailed for their protection. To be quite just and fair, the officials proceed to do their work pretty thoroughly; good roads, bridges, and other works are undertaken and carried out with reasonable expedition, while surveys are made with a view to ascertaining the natural products and the capabilities of the soil. Nor is this all. In most French Colonies nurseries and gardens are formed and trials made of the cultivation of various products, to demonstrate to planters of what the soil is capable. In this matter, at any rate, our French friends are an example to the British authorities. Where they fail most egregiously is in the proper encouragement of trade. Not only do they strangle commerce in its infancy by the imposition of high protective duties; they do not even do the best they might with their own opportunities. French capital, one would imagine, encouraged by the tariff-wall erected for its benefit, would readily enter such an arena and secure the field prepared for it. Such, however, is not the fact. Under the baleful shadow of protection, trade slowly languishes, and ports like Saigon and Haiphong, which should be great centres of trade and busy markets, are in reality stagnant cities maintained almost entirely by the Chinese demand for rice, of which, notwithstanding French protection, there is still a large export. France is a manufacturing country and has great facilities, with her scientific inventors and skilful craftsmen, for turning out both good and cheap manufactures. Yet her colonies do not materially increase in spite of the protection accorded to them. The illiberal fiscal policy of the French Government naturally causes other countries to look with intense disfavour upon any efforts to create new Gallic preserves where their goods will be barred out by a prohibitory tariff. No Power therefore would like to see France established in the position of a protectorate over Yunnan. England, Germany, the United States, and Japan only desire for themselves and others a fair field and no favour; they are perfectly willing that French goods should find their way into Yunnan on equal terms with their products. This, however, is not what France seeks; she desires a monopoly of the market for her manufactures, and, like Russia, wants no rival in the field. What has happened in Indo-China would be repeated in Yunnan if French officials had their way. The projected railway to Yunnan, like the Russian line through Manchuria to Port Arthur, is intended as the first link in the chain by which it is hoped to enlarge the boundaries of Indo-China and build up an Empire rivaling India in its extent, if not wealth. Having lost India, France is ever looking to Indo-China to form the base of a new eastern empire which may compensate her for that loss. When, however, her traders cling so steadfastly to the soil of *la belle France* and her rulers continue to hug their policy of protection, French enterprise abroad is never likely to flourish; while her methods can only arouse distrust or excite opposition.

Next week the Army Inspector starts on his half-yearly inspection of the Garrison Schools, and will make a visit to all the schools during the course of the week.

A fire broke out on the top floor of 31, Peel Street, yesterday, at about 1 o'clock. The whole of the roof fell in, but the damage was estimated at being not more than \$200. The cause of the outbreak is unknown.

The Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—
John Hastings \$25
B. & C. 5

President McKinley expressed himself as much touched at Los Angeles on the 9th ult. by the little sentiment "God bless our President" over a float filled with Chinese children. "It was very beautiful," he said. The Chinese of Los Angeles made a very handsome gift to the President and Mrs. McKinley.

The *Bangkok Times* says.—The satisfaction felt at the announcement that a Judge is to be appointed to the British Court in Bangkok, has already been dissipated by the further intelligence that the office of H.B.M. Consul is to be done away with. We understand that the Consul's salary will be appropriated for the Judge without any increase. It sounds like a joke on the part of the Foreign Office—a joke, perhaps, with a purpose.

It is proposed in Bangkok to form a Royal Siam Jockey Club.

Tonkin papers report the first instance of the operation of "M. de Saigon"—in other words, the headman—in Tonkin. The occasion was the execution of two Annamites for the murder of their European master.

The Malay Peninsula Sugar Industry Association held its inaugural meeting at Penang on the 3rd inst. The Hon. J. B. M. Vermont, C.M.G., was elected President, and Mr. J. Turner Vice-President.

According to an Allahabad telegram, nothing is definitely known as to whether Bishop Weldon will or will not return to India, but he is at present busily engaged in completing the endowment for the Central Province Bishopric.

The *Perak Pioneer* thinks it inexplicable that in filling the appointment of Chief of the Railways in the Federated States, Messrs. Watkins and Hanson, the respective Resident Railway Engineers for Selangor and Perak, should have been passed over in favour of the Civil Engineer, who was State Engineer in Selangor.

The Allahabad *Pioneer*, speaking of the new Frontier Province, says the main points have practically been settled now, and the Government of India should be able this month to address the Secretary of State regarding the final proposals. When these have been considered and digested at home, formal sanction to the formation of the administration will be forthcoming.

San Francisco papers report that the attorneys for Mrs. Sarah Gayon in her suit for damages against the Pacific Mail Steamship Company for the loss of her husband in the wreck of the *Rio de Janeiro*, have subpoenaed twelve Chinese members of the crew to testify before United States Commissioner Morse. Commissioner Morse is engaged in taking testimony to ascertain the value of the *Rio de Janeiro* in the matter of the petition of the Pacific Mail Steamship Company to limit its liability in the suit mentioned.

In November, the Bibby Line will begin a regular fortnightly service between Rangoon, Colombo, Marseilles and Liverpool. The Bibby Line began its service to Rangoon in 1891 as a monthly one. Three years later the service became a three-weekly one. When the line was first started, most passages in Rangoon and all Liverpool shipowners, except the Bibbys, thought the vessels much too large for Rangoon; yet their size has gone on increasing, and in April next the *Warwickshire*, one of the largest Eastern carriers, will be on the Liverpool-Rangoon run.

A despatch to the *New York Sun* from Colorado Springs last month related how "one of the little ostriches at the farm in Manton swallowed a diamond valued at \$650. Joseph Becker of Colorado Springs was visiting the farm and wore the diamond in his shirt-bosom. The baby ostrich went through his pockets in search of something to eat, and the stud attracted its attention suddenly disappeared into the bird's gullet. Two physicians were called and powerful emetics were administered, but without any apparent effect upon the stomach of the ostrich."

The *San Francisco Call*, emphasising its remark with an appalling portrait of the gentleman, announces that Mr. John Barrett, former U.S. Minister to Siam, will succeed Mr. E. H. Conger as U.S. Minister to Peking. Our contemporary says:—"Mr. Barrett is now engaged in the work of enlisting the leading men and the commercial bodies of the Pacific Coast in his behalf as a candidate for the Chinese appointment. He has interviewed the members of the California Congressional delegation and the trustees and directors of leading commercial bodies, and has secured endorsements tending to show that he is favoured by the Pacific Coast people. It being understood that President McKinley considers such evidence of favour an indispensable prerequisite to the appointment, the President being of opinion that the wishes of the coast should be the leading factor in determining the matter." Of course, we need not add that Mr. Barrett disclaims making any efforts at San Francisco to be Minister to Peking. The situation will strike those who do not belong to the Land of Freedom as rather amusing.

The *Times* of the 13th ult., commenting on the remarks of its Tientsin correspondent with regard to the disappearance of the Railway Co.'s title-deeds at Tientsin, says:—"Missing papers might, of course, to some extent be replaced for the purposes of litigation by oral evidence, and it is not the least suspicious circumstance in the case that the Russians are said to be now putting pressure upon those best qualified to give such evidence. The degree to which that pressure may prove to be successful very largely depends upon the firmness now shown by the British Government. If the Chinese landowners, from whom the company bought, are led to believe that Russia will have her way in the end, they will be afraid to come forward and testify to the facts. If our Government allow the Russians to break the agreement they have made with us and to exercise palpable acts of ownership over the lands in dispute, while the railway company are restrained from exercising such acts, the natives will draw their own inferences, in spite of any number of official intimations from the Foreign Office, however formal. They will come to the conclusion that the Russians are strong and that the English are weak, and they will hasten to carry favour by all means with the strong. If by our remissness we encourage them in this belief, the injury we shall suffer will not be confined either to the railway or to Tientsin, or even to China. It will extend over all the East."

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

SHANGHAI, 13th June, 7.38 p.m.

PENALTY FOR ANTI-FOREIGN RIOTS.

An Imperial Decree suspends all military and civil examinations for five years in all places where anti-foreign riots have occurred.

THE WAR IN SOUTH AFRICA.

LONDON, 12th June, 8.5 p.m.

THE BOER CONCESSIONS—COMMITTEE'S RECOMMENDATIONS.

The Transvaal Concessions Committee recommend the cancellation of the Netherlands railway concession granted by the former Transvaal Republic. They also recommend that the Government should decline to recognise the dynamite concession, because this monopoly was secured by wholesale bribery.

DISTRIBUTION OF WAR MEDALS.

King Edward presented the War Medals at the Horse Guards parade to-day. The scene is described as one of unexampled brilliancy.

GENERAL NEWS.

LONDON, 12th June, 8.5 p.m.

THE ROYAL TOUR.

H.R.H. the Duke of Cornwall and York has reached Auckland, New Zealand, and met with an enthusiastic reception.

MCKINLEY WILL NOT STAND AGAIN.

President McKinley has issued a statement declaring that he will not accept re-nomination for the U.S. Presidency.

MARKETS.

In the Liverpool cotton market moderate business has transpired, prices being in the buyers' favour. Manchester yarns are steady, and prices are slightly tending upward.

REUTER'S SERVICE.

LONDON, 11th June.

THE DROUGHT IN GREAT BRITAIN.

There is a continuance of the drought in Great Britain, and there is the gravest anxiety amongst the farmers.

SOUTH AFRICA.

Lord Kitchener, replying to an enquiry from Mr. Brodrick, curtly denies the reported surpluses of Beyer's command near Warmbaths, but leaves the matter unexplained.

LONDON, 11th June.

BRITISH TRADE WITH CHINA.

Lord Grantham, replying to a deputation from the Associated Chambers of Commerce urging the extreme importance and immense potentialities of trade with China, said that the Government felt acutely the importance of the commercial aspect, and that it was the duty of the Government to secure to traders full opportunities for trade, but traders must be prepared to take certain risks lest they be supplanted by foreigners. He deprecated any international control of China, which implied disintegration.

THE PLAGUE.

During the 24 hours ending at noon yesterday there were reported 21 fresh cases of plague (20 Chinese, one other Asiatic), with 21 deaths (all Chinese).

Dr. Thomson reported yesterday that, with the exception of Mrs. Brownhill, all the European patients in Kennedytown Hospital were getting on well. Mrs. Brownhill, though not in a serious condition, was not progressing quite so favourably as her husband.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE PLAGUE.

TO THE EDITOR OF THE "DAILY PRESS."

SIR.—"Common Sense" in his irrelevant remarks published in the *Hongkong Telegraph* is, to all appearance, labouring under a temperature of 106. There are many who are disgusted about the way in which certain things are carried out in this Colony, and it is, therefore, not necessary that the *nom de plume* "Disgraced" should always conceal the one and the same person.

I am glad that the Chinese have now men quite capable of looking after their interests. The instances quoted in my last have, I believe, been laid before the proper quarter, and "Common Sense" (or more fully "Nonsense") need not bother himself any further.—Yours, etc.,

HONGKONG SANITARY BOARD.

Yesterday afternoon a meeting of the Sanitary Board was held at the Board Room. The President (Hon. W. Chatham, Acting Director of Public Works) occupied the chair, and there were also present the Vice-President (Hon. F. H. May, C.M.G., Captain Superintendent of Police), Dr. Bell (Acting Principal Civil Medical Officer), Lieut.-Col. Hughes, R.A.M.C., Mr. A. Brown (Registrar General), Mr. E. Osborne, Dr. Clark (Medical Officer of Health), Mr. Chan A. Fook, Mr. Fung Wa Chuen, and Mr. G. A. Woodcock (Secretary).

HEALTHY CHINESE HOUSES.—The following letter, with plans attached, was submitted to the Board by Mr. Fung Wa Chuen relative to the minds of H.E. the Governor regarding the erection of properly-lighted and ventilated Chinese houses:—

"Sir,—I have the honour to report, for the information of the members of the Board, that I have consulted the leading Chinese of the colony about the plan of new houses suggested by H.E. the Governor. After due consideration, they are of opinion that although the proposed houses will be far better lighted and ventilated than those at present in existence, they can still be improved. They therefore recommend that the scheme of semi-detached houses be adopted instead, as the erection of blocks of two houses, 15 feet by 50 feet each, within a 15 feet lane between each pair of houses and at the back, permits of light and ventilation getting to the houses from three sides, and also allows the lanes to be publicly scavenged. I beg to enclose a rough sketch which I have made of the houses in question."

The following minutes were appended:—
Mr. Fung Wa Chuen—"Every Chinese house means an additional area of 250 square feet."
Mr. Osborne—"Mr. Fung Wa Chuen's plan is the only really effective solution of the difficulty, but it would be very costly."
Dr. Clark—"The Government should provide the side lanes and the owner the back lane."
Hon. F. H. May—"I am afraid the cost puts the plan out of the question."

THE PRESIDENT thought the plan was the best that could be adopted, but it had one drawback—it would be a very costly one. One item of expenditure would be the lighting necessary for the lanes, which would necessitate the erection of numerous lamps. Otherwise the scheme was an excellent one and well worthy of consideration. He was of opinion that it might be adopted.

Mr. Fung Wa Chuen said his plan compared very favourably with that of the Governor's, which proposed a house 20 feet by 50, while his (the speaker's) contemplated a house 15 feet by 50. Besides that, the plan was not so costly, looked at properly.

Dr. CLARK said nothing to object to in the plan except its cost.

Mr. BREWIN then the case is simply the cost to the Government? The Government is not going to make so much profit out of a square foot of land as formerly?

W. MAY—Yes.
THE PRESIDENT pointed out that the plan, as it stood, did not conform to the existing Ordinance, which would have to be amended to meet it.

After discussion, Mr. OSBORNE asked—What are we to do?

Dr. BELL—We must either adopt it or not adopt it.

Mr. MAY—I move we ask the Government what the specific proposal is—whether these building regulations should apply to land hereafter sold by the Crown, or whether they are also intended to apply to land already sold for the re-erection of houses.

Mr. OSBORNE—The Governor has sent down that plan and asked our opinion of it.

Dr. CLARK asked if the Chinese had any objections to the plan.

Mr. Fung Wa Chuen said there were two objections—the first that the inmates of one building could see into the next building, and the second that if people on any of the upper floors threw rubbish into the street, no one could say where it came from, and the blame was generally fixed on the tenants of the ground floor.

THE PRESIDENT then put Mr. May's proposal to the meeting—that the Board ask the Government whether the plan submitted refers only to Crown land to be sold, or also to land on which houses are to be re-erected.

Dr. BELL seconded, and the motion was carried.

INFANT MORTALITY.—The report was laid on the table of the committee appointed to consider the suggestions of Dr. Clark for reducing the excessive infant mortality of the colony.

THE PRESIDENT proposed that the report be adopted and forwarded to the Government.

Mr. MAY said that in his opinion the infant mortality was greatly exaggerated by the Medical Officer of Health, and that the importation of infants had been left out in the count. The number coming from Canton and Macao, if included, would be found to average three a day. The number of Chinese coming into the colony during the year had been estimated at 10,000, and he (Mr. May) did not think that that estimate was very far out.

Dr. CLARK did not think that the infant death-rate had been exaggerated. Chinese parents were not bound to register a birth before six weeks, and in his opinion the number of infants who died before they reached that age, and whose deaths consequently could not be registered, counterbalanced the number of deaths registered amongst infants imported into the colony.

Mr. BREWIN asked if it was the case, as the Medical Officer of Health said in his report, that of every thousand children born in the colony seventy-two died.

Dr. CLARK—No, seventy-two live.

Mr. BREWIN, continuing, said they ought not to take measures simply on account of an exceptional death-rate in one year. In either 1895 or 1896, for instance, 400 out of a thousand infants lived—a great contrast to the present death-rate.

Dr. BELL, speaking with reference to a proposal to offer a fee for every birth registered, said the first step was to get the births registered. They were registered in every blessed British colony except Hongkong. The colony had been running for 55 years, and yet it had never been able to get it done. If the Chinese could not be made to obey the law, it would be impossible to compile correct figures. He was surprised to know that a law to compel registration existed here, but in his sixteen years of living in the colony he had never heard of a man being prosecuted for non-compliance with that law.

Mr. BREWIN—It has only been in force for four years.

Dr. BELL—It ought to have twenty-four years. In those four years I have never heard of anyone being prosecuted.

THE PRESIDENT's motion to adopt the report and forward it to the Government, which was seconded by Dr. CLARK, was put to the meeting and carried. Neither Mr. May nor Mr. Brewin voted.

LIGHTING OF THE CENTRAL MARKET.

At a meeting of the Sanitary Board on 4th April, it was resolved to recommend the Government to call upon the Acting Director of Public Works for a report as to what improve-

ments could be effected in the natural and artificial lighting of the Central Market.

This recommendation was submitted to the Government in a letter dated 5th April, and in reply, under date 17th May, the Hon. T. Serrcombe Smith, Acting Colonial Secretary, stated that the Director of Public Works, on 16th May, reported that a section of the Central Market had been experimentally fitted up by the Electric Light Company with a lamp over each stall, in such section. The Government, it was further stated, would be glad to have a report from the Board on the working of the experiment after it had received a fair trial. The letter concluded by stating that the Director of Public Works had also submitted a proposal to heighten 92 windows in the ground floor at an estimated cost of \$3,100—a sum which His Excellency the Governor intended to recommend the Legislative Council to vote for the purpose.

Dr. CLARK—I think this is a matter that should be referred to a committee. The President and myself were in the market one night after seven o'clock, and we made a few experiments. We suggested that a committee of two should be appointed to decide the best way of lighting the Central Market, and report to the Board to that effect.

Mr. BREWIN seconded.
The proposal was adopted, the President and Dr. Clark being appointed as the committee.

THE 1902 ESTIMATES.
On 3rd June, Mr. G. A. Woodcock (Acting Secretary to the Board) wrote to the Hon. T. Serrcombe Smith (Acting Colonial Secretary) drawing attention to the following recommendations of the Board in connection with the 1902 Estimates:—(1) That the sum of \$15 a month be paid to the Police Inspector in charge of Kowloon City; (2) that an increase be made in the pay of the engineer at the disinfecting station of from \$18 to \$35 a month; (3) that a stoker be engaged at \$12 a month for the disinfecting station, in lieu of the watchman who now gets \$9.

Information has now been received that the recommendations have been approved by Government.

THE PAPERS WERE Laid ON THE TABLE.

THE LAYING OUT OF NEW DISTRICTS.
At a meeting of the Board on the 30th ult., it was unanimously decided to ask H.E. the Governor to direct that before any district was laid out for building purposes the plan showing the proposed laying out should be submitted to the Board.

The resolution was forwarded to the Government, and a reply has been received in which the Governor suggests that the following resolution should be adopted by the Board:—

"That H.E. the Governor be pleased to direct that, when any district has been laid out on a plan with a view to the sale of the land for building purposes, the plan be submitted to the Board for its consideration." The resolution extends only to areas in which there is prospect of considerable development in the near future.

The PRESIDENT, after reading the resolution in its new form, said:—I see no objection to the adoption of this proposal, and suggest that it be passed.

Dr. BELL seconded, and the resolution was carried.

CLOSING OF CHINESE THEATRES.

Papers were laid on the table relative to the recommendation made at a recent meeting of the Board to close Chinese theatres during the prevalence of the present epidemic of bubonic plague. The reply from Government showed that the theatres had been closed from the 10th inst.

QUICKLIME AND PLAGUE BURIALS.
The following letter, dated 30th May, 1901, from the Colonial Secretary's Office was read:—

"Sir,—I am directed by H.E. the Governor to enquire whether, in the opinion of the Sanitary Board, the use of quicklime in the burial of plague cases, which have ended fatally, could be discontinued with safety; having regard to the question of ground adulteration."

Dr. Clark, to whom the letter was passed, mentioned to the effect that he attached no importance to the use of lime, and was quite prepared to discontinue its use. The danger to the community from a dead body buried six feet below the surface was practically nil. The discontinuation of the use of lime would, however, necessitate more durable coffins.

The following minutes were appended:—
Mr. Fung Wa Chuen—"If the M.O.H. and the P.C.M.C. are of opinion that the use of quicklime in the burying of dead bodies is of no use, the practice should be discontinued. I agree with M.O.H. that more durable coffins should be used."

Dr. BELL—"Seems no use."

Hon. F. H. May—"If bodies clear of plague are never to be interred, the sooner the plague cemetery at Mount Davis is closed the better. Some of the best sites in the colony have been sacrificed already to this cemetery, and it is in my opinion a simple waste to go on burying in Mount Davis, and is besides a bad advertisement for the colony."

Mr. MAY—I should like to know if any quicklime is of no use, or only Hongkong quicklime.

Dr. BELL—Any quicklime.

Mr. MAY—Well, I don't know. In England, I believe, when a man is hung, the body disappears in three weeks when buried in quicklime.

Dr. BELL—If you ever heard of a case where a body so buried disappeared in three weeks, I should like to know about it.

Dr. CLARK—I think we might forward to the Government a suggestion that the use of quicklime be discontinued.

The PRESIDENT seconded, and the proposal was agreed to.

THE REFUSE-DESTRUCTOR.

The following reply from the Government relative to an application by the Board for the erection of a refuse-destructor was read:—

"Colonial Secretary's Office,
14th June, 1901.

"Sir,—In reply to your letter of the 3rd inst., I am directed to inform you that an incinerator for the cremation of cattle having been ordered, His Excellency is of opinion that it should be tried for the purpose of consuming rubbish in addition to its proper use."

Dr. CLARK—I move that a reply be sent to the Government to the effect that the cattle incinerator will give no indication as to the advantages or disadvantages of a refuse destructor in this city.

The motion, which was seconded by the PRESIDENT, was carried.

THE TREATING OF PLAGUE CASES AT HOME.

Mr. E. OSBORNE, pursuant to notice, moved:—
"1. That persons suffering from plague (or under observation) be allowed to remain in their own homes provided all other persons occupying the same room are removed, except three adults to attend the patient, and provided a written certificate be produced from a medical practitioner that he has charge of the case. Such medical practitioners to be nominated by Government, their names and addresses published, and to report at once to the Medical Officer of Health if they find the patient is not kept isolated, in which event the patient is to be immediately removed to the Plague Hospital."
"2. That the bodies of Chinese who have died of plague may be confined in the usual Chinese

man by relatives or friends and removed from the colony without any restrictions. In making the motion, Mr. Osborne said:—About a fortnight ago we considered a suggestion from His Excellency the Governor that plague patients should be treated in their own homes, but the audacity of the idea, if I may thus describe it, so paralysed the Board that all with one accord voted against it. A fortnight's reflection has, however, taught me that the suggestion, startling as it first appeared, touched one of the vital spots wherein I think lies the secret of success, if ever we are to be successful in grappling with this most insidious and deadly of diseases, for I believe, and have always believed, that we shall never make headway without the voluntary co-operation of the Chinese, and I think that our future endeavours should tread in the direction of securing, if necessary, by reasonable concessions, the assistance of the people themselves, first in the discovery of the disease and subsequently in the treatment of those who become its victims. The history of plague epidemics in this colony since 1894 reveals the discouraging and sorrowful fact that though we have done what seemed right and proper at the moment, our efforts to cope with the disease have never been successful, and the cause of failure lies, I think, in the fact that we have forced upon the Chinese measures which were unpalatable and which have caused them to surreptitiously thwart us at every turn. I am not saying that these measures should not have been tried, I merely say they have been tried and failed, and should therefore be discontinued, that we should in future act upon lines which will induce the co-operation of the natives and which, I think, can be brought about by conceding to the Chinese extent as far as possible with their ideas. The two motions which I am about to propose have this end in view, the first as a concession to the living and the second both to the living and the dead. Those who are familiar with our method of searching out and dealing with persons suffering from plague, cannot fail to have any but the most intense pity for the sufferer who, dragged by force from friends and home, conveyed in a comfortable ambulance through miles of streets, sometimes under a burning sun, deposited in the dreary hospital and tended by strangers, has, amidst the most depressing surroundings within touch of the dying within sight of the dead, and within earshot of the hammering-down of coffins, waiting in solitary despair till death completes the work which insanitation and disease began. This is no exaggerated or fanciful picture of my own, but a faithful representation of reality and one that exists, and correctly so, in the minds of the Chinese. No wonder then that every Chinese man, woman and child who can possibly afford to leave the colony does so at the moment they fall sick, and frequently beforehand. No wonder that friends smuggle away their sick and dead, or failing the latter and fearing the consequences of being identified with the corpse, dump it into the street. With a view to prevent this wholesale scattering of bodies, to discover the sources of infection, and to get at the true death-rate of the colony, we should, I think, allow the sick to be treated in their own homes under certain conditions, and permit the bodies of the dead to be confined in the usual Chinese manner and removed to their ancestral home for burial. At first, comparatively few would probably avail themselves of the privilege, but when the concession came to be known, when it came to be understood that a man could die of plague attended by his friends and in his own home, and buried according to his most cherished ideas, I think that many who could afford the services of a doctor would do so, and those who, through poverty, could not, would be less reluctant to go to the native hospital if they were assured of being treated by their friends, and, in the event of death, being removed from the colony without fear. This, Sir, are my proposals, based on His Excellency the Governor's suggestion, and though these are details which would require to be carefully considered, I put them forward in the firm conviction that if adopted they will not be barren of good results. Mr. Osborne then moved the adoption of the first motion.

Mr. Fung Wa Chuen seconded, and said the present system of dealing with plague patients or plague suspects was doing more harm than good. They had been going on the same lines for the last seven years, and nothing to benefit the health of the colony was being done. In his opinion, a sufferer from plague had as good a chance of recovering in his own home as in the hospital. Dr. Bell, in opposing the motion, said it had apparently been brought forward with that vague idea they all had of trying to stop plague. Plague came every year, and they could not stop it. To prove this he had only to point to India, where they tried with all sorts of nonsense. The proposal to treat patients in their own homes had already been discussed, and he had then explained his reasons for opposing it. Mr. Osborne had said something about details, but did not explain what those details were. Where were all the people to go who left the house? Where were the people to look after the patient? Where would they get a medical man to take charge of the case? How could they be certain that the patient was kept continuously isolated? The only way of making sure would be for the doctor to sit in the room, and a medical man would not be in practice long if it were known he was sitting with plague people. It was an old story that a sick Chinese could not bear to be taken to the hospital, but it was a wrong one. The only time such a thought entered a Chinaman's head was when he read the statements of people who thought to know better. Again, Chinese patients were not treated by strangers and coolies. They were treated—within the last seven weeks at least—by trained nurses, and there were Chinese servants to whom they could talk and ask for anything they wanted. There was only one way to treat plague, and that was by not allowing coolies to be treated in their own homes. It would be a most disgraceful proceeding to do so. As regards the story about the mauling down of coffins, that was all imagination. Mr. Osborne was fond of indulging in imagination. The mauling down was done a long way from the patients. Europeans might hear, but not the Chinese. As to the "long procession of coffins," it did not pass in front of the Chinese methods, but in front of European houses. Incidentally, to Dr. Bell's mind, was pure imagination. There was no place where sick Chinese had a better chance than in a British hospital, and, further, the amount of harm done by carrying them, by the delicious, through the streets, was practically non-existent, or at least nothing compared to the benefits derived from treatment in the hospital. Where a man had plenty of money, he might be treated in his own house, because he could afford to have all the necessary precautions taken to secure isolation and skilled treatment, and prevent the spread of the disease. But a coolie—that was a different question. Concluding, Dr. Bell said he opposed the motion, and that tooth and nail. Mr. MAY was also opposed to the proposal, and spoke in a similar strain to Dr. Bell. For

the benefit of the gentleman who moved it, he would point out that Chinese plague patients were not treated in a British hospital but in one of their own, run by their own nationals. The stories about the "procession of coffins," the "hauling down of coffin lids," and all that, were quite untrue. Mr. May said he had been down to the Tang Wah Plague Hospital, and saw nothing of the kind. In '94 and again in '98—especially in the latter year—they had gone as far as they could possibly go to meet the objections of the Chinese. They had even said to them—"If you are sick you can go anywhere you like out of the colony, so long as you start from a particular wharf and leave your name and address." Only three Chinese availed themselves of this permission to leave the colony when they knew they were sick of plague. The reason was that the expense was too great, the Chinese catching plague being generally poor coolies. As soon as a man of that class got sick he went home, no matter what his illness may be. Under the speaker's charge were several hundred Chinese coolies, not one of whom paid the slightest attention to the regulation requiring any man in the force, when sick, to go to the Government Civil Hospital. He had long ago given up trying to enforce that regulation. Were he to discuss every man who disobeyed the rule, at the end of six months there would not be a Chinese constable left. They simply went off to their rural homes, and wrote—"Honoured Sir—I feel a little sick. I feel I could not get well anywhere than in my native village, so I hope you will grant me a fortnight's leave." And I, continued Mr. May, simply answer—"Kind friend, when you feel better, please return to your duty." (Laughter.) Continuing, the speaker said the idea these men had—a good idea at bottom—was to go back to their native villages, where there was plenty of fresh air. If they died, they knew where they would be buried. The adoption of Mr. Osborne's idea would not help things in the least, because it was impracticable. If they could wriggle out of the Venice Convention, so much the better. If a coolie got sick and wanted to leave the colony, he would leave it. Dr. CLARK, who also opposed the motion, said that it had been amply shown that plague spread from floor to floor, so that the treating of a patient in his own house would be a mistake. As Dr. Bell and Mr. May had said, the scheme was impracticable, and the difficulties in the way of carrying it out were many. Mr. CHAN A Fook said that what they wanted to do was to exterminate plague, but after seven years of trying they were no nearer that end. Mr. Osborne's proposal might have given a trial for a few months to see if it would have a salutary effect. Notwithstanding all that had been said to the contrary, the feeling amongst the Chinese was that in going to the hospital they were going to their death. Mr. CLARK, who did not agree with Mr. CHAN A Fook that there were no nearer the suppression of plague now after seven or eight years' trying. When one came to look at it, the fact that cases now-a-days averaged only twenty was good enough proof that the sanitary schemes were having practical results. As to Mr. Osborne's proposal, if people were turned out of their homes, where, as Dr. Bell had asked, were they to go? How were they to know that they did not return home at night? Lastly, where were all the doctors coming from to look after them?

Mr. OSBORNE, speaking with some warmth, said there were an old proverb that "none were so blind as those who won't see." Dr. Bell had drawn a very beautiful picture—so beautiful, indeed, that the wonder was that a coolie, to get to the hospital did not willingly catch plague to get there. It was an extraordinary thing that, with plague raging all round, they could only hear of about 20 or 30 cases daily. What became of the others? People left the colony with plague, sometimes at the earliest stages, often at the latest, and the police and sanitary authorities knew nothing about it. His proposal opened up a way to stop a great deal of that illicit traffic. He did not intend that a European doctor should go round attending these coolies; he meant a Chinese doctor trained in Western medicine. It was absurd, as Dr. Bell's part to suppose he meant otherwise. Dr. BELL: It is still more absurd of you to talk of a Chinese doctor trained in Western medicine. Mr. OSBORNE: A man trained in Western medicine in a hospital. Dr. BELL: You can't get one at \$500 a month. Mr. OSBORNE: I've got one at \$100. Dr. BELL: That's the last one. Mr. OSBORNE, dealing with statistics of the plague, described them as "rotten," and said they proved nothing. The motion was then put to the meeting by the PRESIDENT, but found no supporters. In submitting the second motion, Mr. OSBORNE agreed with Mr. May in the desirability of wriggling out of the Venice Convention, but which nothing could be more ridiculous or absurd. Mr. CHAN A Fook again seconded. Dr. CLARK, after referring to the improbability of a body, after years of burial, still retaining the germs of infection, said he would not oppose the motion. Dr. BELL said it was against the spirit of the Venice Convention. Dr. CLARK: I don't oppose if the Government are of opinion that the motion will not mean a contravention of the Venice Convention. The PRESIDENT: Will you accept that? Mr. OSBORNE: I had better take half a loaf (laughter.) The motion was then put to the meeting and carried. Mr. CLARK was the only dissenter. INSPECTOR'S QUARTERS AT KENNEDYTOWN. A recommendation was submitted by Dr. Clark relative to the quarters of the inspector in charge of the animal depots at Kennedytown. The recommendation was to the effect that Inspector Watson through persistent efforts to treat the prophylactic pools and clear away the brushwood in the neighbourhood of the house, had not been ill from fever this spring. As there was, in Dr. Clark's opinion, very little question that the neighbourhood could be made healthy, he thought that the Board might now consistently recommend the Government to add another story to the inspector's present quarters. As it was absolutely essential that Inspector Watson should live in immediate proximity to his depots, his quarters should certainly be made to meet his needs. The estimated cost of adding another story is \$8,000. Hon. F. H. May intimated—"I am in favour of adding another story." The PRESIDENT said there had been a great deal said in this matter, and there was a proposal on foot to add another story to the house. That would be an expensive matter, and would result in very little benefit to the house. The better plan would be to add another room to it as it now stood, and another room might be stuck up on top of that. Dr. CLARK—I move that the Board recommend the Government to add two rooms to the

inspector's quarters at Kennedytown, one over the other. Mr. CLARK: I agree with the M.O.H. Mr. OSBORNE: I am opposed to it. Better confine the plague germs to one locality. Dr. CLARK: I am most emphatically of the opinion that a plague cemetery should not be opened at Kowloon. This is the first I have heard or seen of this paper, although apparently I was one of the committee appointed to report on the question in December last. The PRESIDENT intimated that a temporary plague hospital had been constructed at Mong Kok Tai. With regard to the cemetery, a resolution on the subject had just been passed. He did not know whether it was proposed to open more than one, but he hoped not. Referring to the PRESIDENT's remark relative to the construction of a temporary plague hospital at Mong Kok Tai, Dr. BELL said that if the cemetery was opened, it would be wrong. The cemetery was intended only for the reception of dead bodies prior to their removal to Kennedytown. Mr. MAY put forward his motion for the erection of a mortuary at Kowloon or vicinity. Dr. CLARK, in seconding, said the mortuary would have to be regularly visited by a medical man; he might, in fact, reside there. The motion was carried unanimously. Mr. MAY—I beg also to move that plague cemeteries be established in Kowloon. Dr. CLARK: I won't second that. Mr. Fung Wa Chuen—I second it. Mr. CLARK: I beg to oppose the opening of any other plague cemeteries in the colony. On a vote being taken, the motion was lost. APPLICATION REGARDING TREATMENT OF PLAGUE PATIENTS. An application was read from the Hongkong and Kowloon Wharf and Godown Company, Ltd., asking that the Company's Chinese doctor (Dr. Kwan Kin Leong) be allowed to treat any employees suffering from plague on their own premises in Kowloon in matchboxes isolated from all dwellings and surrounded by a wall and locked entrance. What the Company proposed was to place all sick people in separate matchboxes under observation, and if their sickness developed into plague, to transfer them to another matchbox and leave them there till they either recover or die. The observation and plague matchboxes it was proposed to place on Kowloon Marine Lot No. 9, some 250 feet from the nearest dwellings. Mr. Fung Wa Chuen intimated—"This should be allowed." Dr. CLARK intimated—"I see no objection to this proposal. I believe that Dr. Kwan is a diploma of the Hongkong College of Medicine for Chinese." Mr. OSBORNE explained the scheme, which was to provide for the private treatment of his workmen. The idea was practically that of a private hospital. Dr. CLARK—I have no objection, providing a case of plague is notified. Mr. OSBORNE—Of course. Mr. CLARK: I think, if we allow this, we shall be swamped with other similar applications. Mr. OSBORNE: There aren't so many employees in the colony. The application was with general approval, and on the motion of Mr. MAY, seconded by Dr. CLARK, was granted. Dr. Thomson will visit the hospital daily. ANALYSIS OF PUBLIC WATER SUPPLIES. Reports of the analysis of the public water supplies of the colony for the month of May were submitted. The reports were by Mr. F. Brown, Government Analyst, who examined samples of the Kowloon, Tytam, and Pokfulam services, and found the water in each case to be of excellent quality. A sample of water from a well situated at No. 14, Des Voeux Road, has been analysed by the Government Analyst and found to be so tainted with impurities as to be unfit for potable purposes, and likely to prove injurious to health. The well will be closed. PLAGUE AT SWATOW. A letter was submitted from H.B.M. Consul at Swatow relative to the outbreak of sporadic cases of bubonic plague there and the action of the Shanghai authorities in enforcing quarantine regulations on vessels arriving from Swatow. Dr. Clark intimated—"No low suit." A motion by the PRESIDENT to recommend the Governor in Council to declare Swatow a port infected with plague, and to enforce medical inspection of ships arriving therefrom, was lost, the general opinion being that quarantine would be of no practical use and would prove but a source of annoyance to shippers. ANALYSIS OF MILK SAMPLES. Correspondence was submitted relative to the analysis of three samples of fresh milk purchased at 35, Stanley Street (ground floor), 37, Colclough Street (ground floor), and 70, Stanley Street (ground floor). The report of Mr. F. Brown, Government Analyst, showed the samples to be those of genuine milk. FORTNIGHTLY LINENWASHING RETURNS. The returns for the fortnight ended 10th June showed that out of a total number of 3,438 houses in the Central District, 2,389 had been linenwashed. Seven occupiers in the same district were prosecuted, and fines amounting to \$70 imposed. DEATHS IN MACAO. The mortality returns from Macao for the week ended 28th May showed a total of 59 deaths. MORTALITY STATISTICS FOR THE COLONY. The mortality statistics for the colony for the week ended 25th May showed a total of 49 deaths against 368 in the previous week and 352 in the corresponding week last year. The returns for the week ended 1st June were 55.3 against 36.4 for the corresponding week of last year. LATEST STEAMER MOVEMENTS. The M. M. steamer *Salazie*, with the next French Mail, left Saigon on Wednesday, at 11 a.m., for this port, and is due here on the 16th inst. The C. P. R. steamer *Empress of India* arrived at Kobe at 3.30 p.m. on Tuesday, the 11th inst., and left again at midnight same day via Nagasaki for Shanghai, where she is due to arrive at 3 p.m. to-day. The N. Y. K. steamer *Riojun Maru* (American Line) left Shimoda for this port on the 11th inst., and is expected to arrive here on the 16th inst. The Indo-China steamer *Kunang*, from Calcutta and the Straits, left Singapore for this port on 12th inst., at 5 p.m. EXPORT CARGO. Per P. & O. steamer *Coromandel*, sailed on the 8th June. For London—150 bales waste silk, 100 bales Manchester, 40 bales raw silk, 11 cases silks, 3,662 boxes tea from Foochow, 219 boxes tea from Poochow, 3 cases cigars from Manila, 1 case bird feathers, 1 box clothing, 2 cases cabinet. For Lyons—482 bales raw silk. For Marseilles—115 bales raw silk, 4 cases feathers.

HONGKONG COTTON SPINNING, WEAVING AND DYEING COMPANY, LTD. The following is the report for presentation to shareholders at the fourth ordinary meeting to be held at the office of the General Managers, on Thursday, 27th June, at 4 p.m.— The General Managers beg to submit a statement of accounts covering the period from 18th August, 1900, to 31st May, 1901. The loss on working in 1900, 1901, and the balance at debit of profit and loss account, inclusive of \$126,945.65 for interest, is on the latter date \$250,134.66. The General Managers regret this unfortunate result, which is mainly attributable to the heavy charge for interest, abnormally high price of cotton during the greater period since the mill started, and to the initial difficulties experienced in establishing the industry. Having regard to the present financial position of the Company, the Consulting Committee and General Managers closed the mill on 3rd April last, and have come to the conclusion that it is impossible to resume work under past conditions with prospect of success. The only alternative to liquidation is a scheme of reconstruction, a statement in connection with which is put before shareholders by private circular, and the necessary resolutions will be proposed at an extraordinary meeting of shareholders at which notice has already been given. CONSULTING COMMITTEE. The Honourable R. H. Gray, retired on leaving the Colony, and the committee now consists of the Honourable J. J. Bell-Irving, the Honourable C. P. Chater, C.M.G., and A. Haupt, Esq. AUDITOR. The accounts have been audited by Mr. W. Hutton Potts, who offers himself for re-election. JARDINE, MATHESON & CO., General Managers. Hongkong, 12th June, 1901. The following is the statement of accounts:— BALANCE SHEET. LIABILITIES. Hongkong and Shanghai Banking Corporation \$ 23.97 Capital account 300,000.00 Both, Strachan & Co. 10,725.84 Jardine, Matheson & Co. 1,389,231.97 Accounts payable 46,719.57 \$ 3,229,881.35 ASSETS. Land 44,212.56 Buildings 574,941.15 Machinery 1,965,277.12 Preliminary expenses 1,859.53 Cash in hand 249.81 Fire insurance, unexpired premium 2,041.54 Stock of coal 35,383.71 Furniture 2,657.00 Stock of yarn 304,610.12 Stock of waste 7,795.86 Taxes 312.00 Water supply 149.39 Accounts receivable 416.96 Profit and loss account 250,134.66 \$ 3,229,881.35 PROFIT AND LOSS ACCOUNT. To balance from last account \$ 144,388.47 To balance of working account 4,912.22 To interest 62,315.97 To auditor's fee 250.00 \$ 250,176.66 By transfer fees Cr. 39.00 By balance 250,134.66 \$ 250,176.66 POLICE COURT. Thursday, 13th June. BEFORE MR. HAZELAND. OPTUM CASES. Hu Hok Kui was charged with having in his possession one tael of prepared opium without a permit on the 12th inst. The case was proved by Excise Officer 84, and defendant was fined \$20 or one month with hard labour. He paid the fine. Cheung In was charged with having in his possession five mace of the prepared drug on the same date, but having no dollars wherewith to pay the fine of \$15 imposed by His Worship, he went to prison for a month. Chui Shan, being a shopkeeper, thought he could have five taels of opium dress in his possession without a certificate on the 12th inst., but His Worship differed with Chui Shan, and this defendant also disappears for one month. STEALING COPPER. Chau Yan, described as a coolie, was charged with being in unlawful possession of 45lbs. of copper, valued at \$32.20, on the 12th inst. Police Constable 338 said he saw the defendant at 7.30 p.m. in Queen's Road East sitting under a verandah. By the side of him was a bundle. Witness opened the bundle and found the 45lbs. of copper. Defendant said he had picked it up on the beach, but thinking this a very paltry excuse, witness arrested the defendant. Defendant said he found the copper in a dustbin, but His Worship was of a different opinion, and defendant will have no chance of stealing for six weeks to come, not being able to pay the \$50 fine inflicted. A GENEROUS UNCLE. P.S. Wm. Morrison charged Li Wai with having in his possession a patent gas blow-light, valued at about \$5, on the 12th inst. The Sergeant said that at about 3 p.m. on the 12th inst. he had occasion to enter house No. 24, Bridges Street. On the ground floor witness found the gas blow-light on defendant's bed, and told the Sergeant he had bought it in the street. Afterwards he said a fohi had brought it to his house. Defendant did not know the name of the fohi, and he was then arrested. Li Wai, when asked if he had anything to say, said he was sitting on a stone step in the street, and after a time a lad came along and said, "Uncle, will you keep this for me?" "Uncle" considered it very kind of the lad to trust him with the gas blow-light, and took it from the lad, not deeming it necessary to ask the lad where he got the article from. His Worship said the defendant had come by the patent gas blow-light dishonestly, and "Uncle" was fined \$15 or three weeks' hard labour. He was not able to pay the fine, but went to prison for three weeks. BEFORE MR. KEMP. WEIGHTS AND MEASURES. Inspector Ford charged Kwong Sik Loong, 32, Central Market, with obstructing the complainant in the discharge of his duties as examiner of Weights and Measures on the 5th inst. Defendant had nothing to say, and was fined \$5, which he paid.

DISORDERLY CONDUCT ON A STEAM LAUNCH. Tang I was charged with behaving in a disorderly manner on board the ferry launch *Guiding Star* on the 11th inst. C. A. de Sequeira said he was a collector on the launches. On the day in question the defendant went on board the *Guiding Star* at Fiddler's Wharf. When witness went round to collect the fares defendant gave him a five-cent piece, and received three cents change. Tang I would have it that his fare was only one cent. He then created a great disturbance. Witness said that defendant travelled third class, and there was an order that passengers who pay in silver were charged two cents instead of one cent. The order was in force when the witness joined the company two or three years ago. Witness was often paid in silver, and said he had trouble on that account. There was a notice about the fares on the wharf but not on the launches. This notice was on the Kowloon side. There was no notice this side of the harbour. On that notice it stated that the fare was "one cent." Witness explained to defendant that if he paid in copper he would only have to pay one cent. The other men who paid in silver offered no objection when they received their change. Several of the passengers told the defendant it was the custom, and asked him to be quiet. Defendant said he was not making any disturbance, but was asking for the cent which was short in his change. The case was remanded till this morning at 10 o'clock. TRADE MARK. WHISKIES. IRISH. DUNVILLE'S V. R. ... 1 doz. Bottles, \$12.00 Do. "Special Liqueur" ... 15.00 SCOTCH. F.O.S., Very old liqueur ... 15.00 CLUB ... 12.00 SPECIALLY SELECTED ... 11.00 CHOICE OLD HIGHLAND GLENLIVIE ... 8.00 HIGHLAND NECTAR ... 7.00 D.C.L. ... 16.00 HIGHLAND CLUB ... 10.00 DEWAR'S White Label ... 18.00 Do. EXTRA SPECIAL ... 14.00 Do. SPECIAL ... 12.00 P.D.C. ... 13.00 TEACHER'S "Highland Cream" ... 12.00 D.G. Dump bottles ... 9.00 PEAK BLEND do. ... 8.00 AMERICAN. FINE OLD BOURBON ... \$18.00 CANADIAN RYE ... 15.00 N.B.—We hold a large stock of Whiskies in Wood, samples of which will be forwarded on application. H. PRICE & CO. 12, QUEEN'S ROAD. Hongkong, 15th May, 1901. [616] YEE 怡和 CO. COAL MERCHANTS. Have always on hand LARGE STOCKS OF EVERY DESCRIPTION OF COAL. Address—Care of Messrs. KWONG SANG & Co. No. 14, DES VOEUX ROAD. [883] FOR SALE, at the PEAK, several Desirable Residences. Well Situated, and Let to Good Tenants. For Particulars, apply to R. C. WILCOX, 8, Besenfield Arcade, Hongkong, 22nd May, 1901. [1309] GOVERNMENT NOTIFICATION. IT is hereby notified that the VALUATION LISTS for the Colony for 1901-1902 will be OPEN TO INSPECTION at the Treasury for Twenty-one days, commencing on MONDAY, the 10th June, 1901. By Command, T. SERCOMBE SMITH, Acting Colonial Secretary. Colonial Secretary's Office, Hongkong, 5th June, 1901. [1455] MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI. CODE WORD: "DOCK," NAGASAKI. A.I., A.B.C., Scott's and Engineering Codes Used. DOCK No. 1 (at TATEGAMI). Extreme Length... 523 feet. Length on Blocks ... 513 " Width of Entrance on Top ... 89 " Width of Entrance on Bottom ... 77 " Water on Blocks at Spring Tide 26 1/2 DOCK No. 2 (at MUKAIJIMA). Extreme Length... 371 feet. Length on Blocks ... 350 " Width of Entrance on Top ... 68 " Width of Entrance on Bottom ... 53 " Water on Blocks at Spring Tide 22 " PATENT SLIP (at KOSUGE). Can take vessels up to 1,000 tons gross. THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS. The COMPANY has a POWERFUL SAW VAGE PLANT READY AT SHORT NOTICE. [611] KOWLOON EXTENSION. A NEW MAP OF HONGKONG, KOWLOON AND ADJACENT TERRITORIES showing the Boundary under the New Convention, with the Towns, Villages, &c. Prepared from Authoritative Sources and Printed in Colours. Price \$1. To be had at Messrs. KELLY & WALSH, Ltd. Daily Press Office, Hongkong, 26th October, 1898. [82]

NEW ADVERTISEMENTS

WANTED.

IN a Canton Raw Silk Firm, a YOUNG MAN, as GENERAL OFFICE ASSISTANT. British preferred. Knowledge of French and German imperative. Apply, with all Particulars, to—

L. M. N.
Care of Office of this Paper
Canton, 12th June, 1901.

CHINA NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

G. S. 250 Sacks FLOUR from Adelaide
ex "CHANGSHA" arrived 7th May, 1901.

The above Goods are lying unclaimed at our Warehouse Godowns at consignee's risk and expense. No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 14th June, 1901. [1498]

PUBLIC AUCTION.

THE Undersigned have received instructions from the Indian Commissariat Department to Sell by Public Auction, on

WEDNESDAY, the 19th inst., at 2.30 p.m., at Lai Chi Kok, A QUANTITY of HAY in Bales and Loose, more or less damaged.

Also TWO LARGE MATSHEDES, erected only a few months.

A Steam-launch will leave Blake Pier at 1.45 p.m., to convey intending Purchasers.

TERMS:—As usual.

HUGHES & HOUGH,
Government Auctioneers,
Hongkong, 14th June, 1901. [1499]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"GLAUCUS"
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will be at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 15th instant.

Optional Cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 20th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 a.m. on the 25th instant.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 15th June, 1901. [15]

NOTICE.

A MEETING of His Majesty's Justices of the Peace will be held at the Magistrate's Court, at 2.30 p.m. on WEDNESDAY, the 19th day of JUNE, 1901, for the purpose of considering the following applications:—

From one MORITZ FREIMANN for the transfer of his Publican's Licence to sell and retail intoxicating Liquors at the premises situate at Nos. 332 and 334, Queen's Road Central, under the sign of "The Land We Live In Hotel" to one ADOLPH FREIMANN.

R. A. HAZELAND,
Acting Police Magistrate,
Hongkong, 12th June, 1901. [1483]

B. J. BARLOW,

CONSULTING ENGINEER, SURVEYOR AND CONTRACTOR.

PLANS and Specifications Supplied for any

Class of Engineering Work. Marine

Work a Speciality. Designs prepared for

Small Coast Steamers, Light Draught Vessels,

Dredgers, Tug-boats, Launches and Barges

of any Class or for Special Requirements.

New and Repair Work Supervised. Contractor

for the Supply and Erection of any type of

Machinery.

Telegrams "BARLOW," Hongkong.
Telephone, No. 74.
P. O. Box, No. 110.
Office, 9, QUEEN'S ROAD CENTRAL.
B. J. BARLOW.
Hongkong, 12th June, 1901. [1490]

IRON FRAMED

NEW PIANOS

GUARANTEED FOR CLIMATE.

\$370 CASH

OR MONTHLY PAYMENTS.

ROBINSON PIANO CO., LD.

Hongkong, 20th May, 1901. [1232]

AMERICAN MACHINERY.

WE HAVE OPENED a MACHINERY

DEPARTMENT, and are prepared to

Furnish Prices, etc., on STEAM ENGINES,

GAS and OIL ENGINES, BOILERS,

PUMPS, LATHES, DRILL PRESSES,

PLANERS, PNEUMATIC TOOLS, WOOD

WORKING MACHINERY, HOISTING

MACHINERY, SAW MILLS, MACHINIST'S

SMALL TOOLS, BUILDER'S

HARDWARE, &c.

Made in America (U.S.A.)
Prices quoted f.o.b. New York, or c.i.f. Hongkong.
REUTER, BROCKELMANN & CO.,
Hongkong, 3rd December, 1900. [1125]

AUTOMATIC MAUSER

PISTOLS.

CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES,
FIRING 10 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong 3rd October, 1900. [75]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions from the Registrar, Supreme Court, to Sell by Public Auction,

Under destraint Suit No. 109 of 1901.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

G. R. STEVENS & Co.

TO-DAY (FRIDAY),

the 14th inst., at Noon, at their Sales Rooms, Ice House Street,

FOURTEEN NEW SINGER'S SEWING MACHINES;

Also

A QUANTITY of AMERICAN FANCY LAMPS.

TERMS:—As usual.

HUGHES & HOUGH,
Government Auctioneers,
Hongkong, 13th June, 1901. [1490]

PUBLIC AUCTION.

THE Undersigned have received instructions from the Official Receiver to Sell by Public Auction, re the "TAK CHEUNG Firm in Bankruptcy,"

TO-DAY (FRIDAY),

the 14th inst., at Noon, at their Sales Rooms, Ice House Street,

A QUANTITY of PIECE GOODS, FURNITURE, FIXTURES, &c., &c.

TERMS:—As usual.

HUGHES & HOUGH,
Government Auctioneers,
Hongkong, 13th June, 1901. [1491]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,

THE VALUABLE LEASEHOLD PROPERTY

situate on Section A of Inland Lot No. 25 and the Remaining Portion of Section B of Inland Lot No. 70 and being No. 1 Ladder Street and Nos. 1, 3, 5, 7, 9 and 11 Lower Lascar Row.

TO-MORROW (SATURDAY),

the 15th day of JUNE, 1901, at 2.30 o'clock in the AFTERNOON in SEVEN LOTS on the Premises.

For further Particulars and Conditions of Sale, apply to

Messrs. HUGHES & HOUGH,
Auctioneers, or to

Messrs. MOUNSEY & BRUTTON,
Solicitors for the Vendors,
Hongkong, 10th June, 1901. [1457]

PUBLIC COMPANIES

THE HONGKONG COTTON SPINNING, WEAVING AND DYING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING of SHAREHOLDERS of the

above Company will be held in the Office of the General Managers, on THURSDAY, the

27th JUNE, at 4 o'clock, for the purpose of receiving the Report of the Consulting Committee and Statement of Accounts to 31st May, 1901.

THE TRANSFER BOOKS of the Company will be CLOSED from the 21st to 27th instant, both days inclusive.

JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 11th June, 1901. [1498]

A. S. WATSON & CO., LIMITED.

THE FINAL DIVIDEND for the year

1900, at the rate of Seventy Cents per Share (or Seven per cent on the Capital of the Company, making Twelve per cent for the year) is PAYABLE at the HONGKONG AND SHANGHAI BANK, Hongkong, on and after this date the 23rd May, 1901, on Warrants to be obtained from the undersigned. Local Shareholders are requested to apply at the Company's Office for their Warrants.

The Dividend is also payable at the Hongkong and Shanghai Bank, Shanghai, on presentation of Warrants there, on and after the same date.

A. H. MANCILLA,
Secretary.
Hongkong, 23rd May, 1901. [1326]

WANTED.

FOR the OFFICE of the HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., AN EXPERIENCED PORTUGUESE CLERK.

Applications (in writing only) stating qualifications, &c., are to be addressed to THE SECRETARY.

Hongkong, 12th June, 1901. [1481]

TO PARENTS AND GUARDIANS.

AN ENGLISH YOUTH WANTED as an APPRENTICE in the STORE.

Apply to—

W. BREWER & CO.,
Queen's Road, Hongkong,
Hongkong, 12th June, 1901. [1482]

CANDIDATES for POLICE in NAVAL YARD REQUIRED.

Must be of Good Character and British Birth, between 25 and 35 years of age.

Apply with Papers to—

COMMANDER,
H. M. Naval Yard,
Hongkong, 25th April, 1901. [1106]

R. J. REMEDIOS.

FOREIGN AND COLONIAL STAMP DEALER

No. 37, CAINE ROAD, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED.
15 to 25 per cent. Discount Allowed. [1386]

RUINART PERE & FILS, REIMS

Established 1719.

CHAMPAGNE GROWERS AND SHIPPERS

Ship only the Finest Quality Extra Dry (Green Seal)

LAUTS, WEGENER & CO.,
Sole Agents.
Hongkong, 17th May, 1895. [1371]

TO LET.

(From 1st April next).

TWO SPACIOUS GODOWNS, with UPPER FLOORS for Dry Goods, Nos. 1 and 2, facing the Sea, and Situated at BELCHER'S BAY on M. Lot 243.

Apply to—

JOSEPH & CO.,
1, Duddell Street,
Hongkong, 20th March, 1901. [865]

TO LET.

A HOUSE in RIFON TERRACE.

HOUSES at LEIGHTON HILL.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 2nd May, 1901. [66]

TO LET.

TWO ROOMS on the GROUND FLOOR, BELLIOS TERRACE, No. 6, with Dependences.

Apply to—

J. ULLMANN & CO.,
74, Queen's Road Central,
Hongkong, 1st June, 1901. [1400]

TO LET.

POSSESSION APRIL 1ST.

NO. 1, STEWART TERRACE.

Apply to—

J. W. NOBLE,
Hongkong, 6th March, 1901. [661]

TO LET.

IMMEDIATE POSSESSION. ONE LARGE GODOWN, No. 85, PRAYA EAST.

Apply to—

I. P. MADAR,
Victoria Hotel,
Hongkong, 8th June, 1901. [1450]

TO LET.

NO. 2, QUEEN'S GARDENS, till 15th August, 1901, FURNISHED.

Apply to—

S. J. DAVID & CO.,
Hongkong, 8th June, 1901. [1451]

TO LET.

WITH IMMEDIATE POSSESSION.

NO. 9, SEYMOUR ROAD.

Apply to—

S. B.,
Care of Daily Press Office,
Hongkong, 14th March, 1901. [740]

BOARD AND LODGING.

MRS. G. W. WATLING.

No. 1, QUEEN'S ROAD EAST,
Hongkong, 8th June, 1901. [1445]

BOARD AND RESIDENCE.

MRS. GILLANDERS

"GLENWOOD,"
21, CAINE ROAD,
Hongkong, 20th September, 1900. [869]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.

Apply to Mrs. MATHER,
2, Pedder's Hill,
Hongkong, 1st January, 1892.

BOARD AND RESIDENCE.

MRS. SIDNEY JEFFREY.

"VERTAS,"
BEACH ROAD WEST,
FELIXSTOWE, SUFFOLK,
ENGLAND.
Hongkong, 28th August, 1900. [73]

NOTICE TO MARINERS.

No. 132 (SPECIAL).

CHINA SEA.

SHANGHAI DISTRICT.

KIUTOAN AND FAIRY FLATS.

NOTICE IS HEREBY GIVEN that, while the survey of the section of the South Channel Entrance of the Yangtze embracing the Kiutoan and Fairy Flats is in progress, White Buoys will be placed in positions where required as surveying marks, and that they must not be taken as having any other significance.

Such White Buoys and the Fairy Wreck, Middle Ground Lower, Kiutoan Flats, Middle Ground Upper, and South East Knoll Buoys, will also have black-and-white flags placed upon them as may be necessary.

All existing marks (excepting the Fairy Wreck Buoy) already advertised to be shifted, and placed on the wreck on the 10th instant, will remain in their present positions and retain their present colours until any proposed change affecting them has been duly notified.

A. M. HISBEE,
Coast Inspector.

Imperial Maritime Customs,
Coast Inspector's Office,
Shanghai, 5th June, 1901. [1468]

PORTLAND CEMENT

J. B. WHITE & BROS

SOLE AGENTS FOR CHINA,
HOLLIDAY, WISE & CO.,
Hongkong, 16th September, 1899 [760]

ON SALE.

THE

POLITICAL OBSTACLES

TO

MISSIONARY SUCCESS IN CHINA.

A LECTURE

BY ALEXANDER MICHIE.

PRICE 25 CENTS CASH

On Sale at "HONGKONG DAILY PRESS" Office and Local Newsagents.

Hongkong, 20th April, 1901. [1072]

A ON & CO.,

PHOTOGRAPHERS AND PORTRAIT PAINTERS.

All kinds of Oil Paintings and Photographic Enlargements.

39A, TOP FLOOR, QUEEN'S ROAD CENTRAL,
Opposite to Chas. J. Gaupp & Co.
Hongkong, 20th March, 1901. [797]

INSURANCES

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 16th May, 1892. [30]

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, JACOB & CO.,
Agents.
Hongkong, 2nd April, 1900. [33]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 16th November, 1872. [29]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1899

£14,408,089.

I. AUTHORIZED CAPITAL.....£3,000,000 0 0

SUBSCRIBED CAPITAL.....2,750,000 0 0

PAID-UP CAPITAL.....687,500 0 0

II. FIRE FUNDS.....2,731,183 13 7

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 22nd June, 1900. [1872]

PHENIX FIRE OFFICE

THE Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPIRAIK & CO.,
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [32]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA, INCORPORATED 1851.

CAPITAL.....£410,000.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO.,
Agents.
Hongkong, 18th May, 1900. [1885]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above Company are PREPARED TO ACCEPT, First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 29th May, 1895. [31]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. [154]

"L'UNION"

FIRE INSURANCE COMPANY, LD.

(Established 1823

HONGKONG
BUSINESS DIRECTORY.

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Navy Contractors, Ship Chandlers,
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Vessels in the Harbour.

KWONG SANG & CO.,
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for Shipowners' Commission ("Grey-
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Spruce & Co.'s Commission.

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MR. N. LAZARUS.
Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES at
16, Queen's Road Central
(R. HAUGHTON & CO.)
(Nearly opposite the HONGKONG HOTEL).
Business Hours: ... 9 a.m. to 5 p.m.

A Great proportion of cataracts and diseases
affecting those advancing in life occur to
those having some deficiency in the construction
of the eyes—the many years of 'Eye Strain'
ending in serious forms of disease. Glasses
specially adapted in youth to those requiring
them save and preserve the sight.
Constantly recurring headaches, spells of
dimness when reading, weak eyes, the letters
running together; any of these symptoms indi-
cate a deficiency in the form of the eye requir-
ing Glasses only to correct and cure.
Mr. LAZARUS supplies his SPECTA-
CLES only after testing the sight.
ADVICE FREE. [77]

QUAN WAH & CO.

DEALERS IN
ITALIAN MARBLE AND GRANITE
MONUMENTS.
DESIGNS & PRICES ON APPLICATION
at No. 1, Queen's Road East, Hongkong
Hongkong, 17th October, 1899. [1044]

WING CHEONG,

Dealers in
JEWELRY, PEARLS, DIAMONDS,
CURIOS, JADESTONE ORNAMENTS,
BRONZES AND CARVED IVORY WARE,
FINE SILKS AND GRASSCLOTHS.
General Exporters of
ANISEED AND CASSIA OILS,
&c., &c. Stock always on hand.
An Inspection is Respectfully Solicited.
Note.—We beg to announce that we also
buy all kinds of Curious at Moderate Prices.
1 & 3, D'Almeida Street
(Behind Hongkong Dispensary).
Hongkong, 18th April, 1901. [1056]

SCIENTIFIC MISCELLANY.

A SOUND-FINDER AND PROJECTOR—MOTIVE
POWER FOR CANAL-BOATS—MOULDED GRAN-
ITE—BORING TO THE POLE—FRUIT ANTISEPTIC—
ACCURACY IN SCREW—A DE-
VELOPING BEE—VEGETABLE BUTTER—AN
ELECTRIC ANEMOMETER—FOR SLIPPERY
SHOES—A CODLIN-MOTH DESTROYER.

A new apparatus of Mr. Sherard Cowper-
Coles, a London physicist, is designed to localize
sounds rapidly and to project sounds to a great
distance. It consists essentially of an upright
concave mirror, suitably mounted, in the focus
of which is fixed one end of a short rubber tube,
a mouthpiece at this end of the tube being turned
toward the mirror while one at the other end is
free. The mounting enables the operator to
raise or lower the mirror, or to turn it toward
any point. To find the direction from which
any sound comes, it is simply necessary to listen
at the free mouthpiece while the mirror is
moved until the sound reaches its greatest in-
tensity; and for sending forth speech or other
sounds the free mouthpiece serves as a transmitter.
Conversation over a long distance may be
carried on between operators having duplicates
of the apparatus.

In the Barcroft system of propelling barges
on canals, which is now coming into use on
some English waterways, a sixty-inch throb-
ble propeller is placed on each side of the
rudder, and the two are driven in opposite
directions by a small engine placed on deck
just in front of the stern-post. Motion is
transmitted by vertical shafts geared to the
engine and the propellers. The screws may
be removed during loading and unloading; and
as the boiler weighs but 2,600 pounds the
addition to the load carried is small, while
the machinery does not interfere with the
cargo or with the passage of bridges and
locks. The gentle motion of the propeller-
blades in giving a speed of five or six miles
an hour does not wash the banks.

Natural granite pulverised and shaped by
pressure and heat was used at first for
ornamental blocks. It has been since found
serviceable for electric insulation, and its
resistance to acids and chlorine have now given
it a place for lining sulphate digesters for
treating wood-pulp.

In the explosions at Vesuvius last year, blocks
of lava were thrown as high as 1,300 feet, and
Prof. Matteucci estimates that one, weighing
thirty tons, required 610,000 horse-power to
eject it.

Among the startling engineering suggestions
of the day is that of a tube railway to the North
Pole—not as a commercial venture, but as a
scientific solution of a difficult problem regard-
less of cost. Starting from some point in
Greenland, the tunnel would run in a direct
line just beneath the surface of the ground, and
would have stations at certain intervals, with
larger ones on the banks of channels or straits,
where it would be necessary to build ferry-boats
and provide for their housing in winter. With
the completed line, the summer explorer should
be able to reach the Pole and return within a
week. The motive power would be electricity,
but we are not told how this would be obtained.
In case of accident, the traveller would propel
himself homeward by manual labour.

In an examination of the fluids of 8,042
stomachs, Dr. J. H. Kellogg has found 28.8 per
cent. to contain bacteria. None exist when the
food has been sterilised. Hydrochloric acid seems
to be less important in giving antiseptic power
to the stomach than has been supposed, but it
was proven that a fruit dietary will sterilise
the stomach, through the action of the vegetable
acids. In some cases of bacterial derangement,
an exclusive fruit diet for two days to a week
may be necessary. Any acid fruit may be
employed, and is more active raw than cooked.
Ripe bananas, and even ripe olives, though
without marked germicidal power, may be
included in the fruit dietary with advantage.

The most perfect screws in existence were
made by the late Mr. T. C. Schneider,
mechanician at the Johns Hopkins University.
The machine for the extremely fine rulings of
Prof. Rowland's spectrum gratings required
screws a foot or more long of the greatest
possible accuracy throughout their length, and
the four screws ground have shown no
appreciable error under the severest tests to
which they could be put.

The stingless bee, of which several colonies
have been discovered in the island of Montserrat
in the West Indies, will be an object of
much interest, as it is believed that its honey-
producing capabilities will be greatly improved
in modern hives.

By exposing a metal plate to the violet rays
of the spectrum, M. Naudon has obtained X
rays from sunlight, without electricity.

The production of cocoanut-butter at the
factory in Mannheim, which dates from 1886,
has now reached about ten tons per day. This
material, which is used as a substitute for butter
and lard, is claimed to contain 99 per cent. of
vegetable fat with only a trace of water, while
ordinary butter consists of 85 per cent. of fat
and nearly 15 per cent. of water. The price in
Germany is about half that of butter. The
cocoanut-butter keeps for three or four months
in a cool place, and its wholesomeness and
digestibility are giving it a steady gain in favour
for baking and cooking, especially for hospitals
and army camps. The processes by which the
fat of the cocoanut kernel is freed from free
acids and other substances are mostly secret.

Readings of the wind's force are transmitted
electrically to a distance by a new French
instrument. The spindle carrying the revolving
cups of an ordinary anemometer also carries a
small Gramme ring, which revolves in the field

of a strong permanent magnet, and connection
is made between the coils of the ring and a
special form of voltmeter, whose graduations
are adjusted to correspond to speeds of the wind
as measured by the anemometer.

A "leather-sol fluid," proposed by E. Soxhlet
for preventing slipping, consists of 50 grammes
of thick turpentine, 200 grammes of colophony,
50 grammes of benzine and 200 grammes of
alcohol, the mixture being allowed to stand in
a bottle in a warm place until the turpentine
and colophony have dissolved. The solution is
applied several times to the shoe-soles. Not
only is the slipperiness overcome, but the
leather is preserved.

Attempts to combat the codlin-moth by
breeding a certain small fly will probably be
made in New Zealand. Discovery of the
parasite was brought about by the observation
that the proportion of sound apples increased
on plantations where spraying to destroy the
codlin-moth caterpillars had been discontinued.
Added codlin-moth eggs in great numbers
were found, and in some of them were eggs of
the parasite.

How eye-strain can cause nose-bleeding is a
mystery. Yet Dr. Benj. Edison reports a case of
frequent attacks of nose-bleeding which ceased
when a defect of vision was remedied by suitable
glasses.

THE COST OF WAR.

From the day when Achilles fasted three
days and nights over the body of Patroclus
slain in the ten years' siege before the stout
wall of Troy, have we learned of war's sorrows.
The Duke of Wellington wept like a child
when he surveyed the bloody, hard-won field of
Waterloo. Methuon, it is said, broke down at
the ghastly sight of Magersfontein, and returned
to his tent that the men might not witness his
grief.

"Who dead is must be buried," says Homer,
and we might add, "who ill is must die."

So thought Private John Smith, living now at
19, South Uxbridge Street, Burton-on-Trent.
The *Arcturion* steamed out to the Cape on
December 27th, 1899, with this soldier aboard
her (that was before she steamed back with the
gallant C.I.V.) and in telling me of his trials,
on August 29th, 1900, Private Smith says that
that part of his duty was pleasant enough.

"Shortly after Earl Roberts' famous march
into Kronstadt, we were stationed between that
town and Jacobsdal to guard the line of com-
munication. Towards the end of April, I was
laid low with that fell disease, enteric fever.

"There were hundreds of men down with it.
It has laid low more men than all the shot and
shell that was ever fired by our Artillery. For
several weeks I was in the hospital. My
stomach was converted into a manufactory of
torturing pains, and I grew as weak and helpless
as a newborn babe.

"I was for days unconscious, but gradually
recovered sufficiently to be invalided home.

Yet the suffering of Private Smith was not
over. "I went aboard the Hospital Ship *Nice* on
June 1st," he says, "and shortly afterwards
sailed for home. During my short stay in
South Africa, I lost over 20 lbs. in weight.
Nothing that I look rejected the constant vomit-
ing or increased my strength."

"After," he says, "I had been home a few
days, my brother, who is an engineer on the
Midland Railway—not of an *armoured*
train—advised me to try Mother Seigel's Syrup.
I got a bottle. I found it was doing me good.
The vomiting ceased, and I was able to enjoy
all kinds of food. My appetite is now enormous."
"Altogether I have taken four bottles of
Mother Seigel's Syrup, and gladly give you
permission to use and publish my statement.
This Syrup is a fine tonic and a great medicine
for the stomach. I can especially recommend
it to soldiers returning from South Africa in
feeble health."

Wallington knew the bitter cost of war in
1815.
Methuon in 1899 and 1900.
And the hero of this narrative in 1900, too.
His was a personal cost. "Green vomit,"
Charles Reade writes, "laid her sickly hand on
him."

A broken man.—Until the kindly offices of
Seigel's Curative Syrup put him on the step-
ping-stone of "first wealth," which is health.

NOTICES OF FIRMS

A. S. WATSON & CO., LIMITED.

DURING the absence of Mr. A. H.
MANCELL, the Company's Secretary,
from the Colony, Mr. J. A. TARRANT is
Authorized to Sign "For Secretary."
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 13th June, 1901. [1487]

NOTICE.

THE INTEREST AND RESPONSIBILITY OF
MR. FREDERICK EDWARD
RICHARDS, our Firm at this Port,
Colombo, and London, CEASED by Mutual
Consent on the 5th inst.

DODWELL CARILL & CO.,
Fochow.
Fochow, 7th June, 1901. [1488]

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OF
MUNICIPAL FREEDOM

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BUTTERFIELD'S Kowloon Store.
Hongkong, 30th May, 1901. [1383]

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BEAUJOLAIS	1894	\$11.50	\$13.50
POMMARD	1893	20.00	22.00
CHAMBERTIN	1893	40.00	42.00
A full soft wine of magnificent properties.			
SHERRY.			
FROM THE WOOD.			
PALE DEY	1893	\$15.75	
GOLDEN	1893	15.75	
AMONTILLADO	1893	20.00	
VERY FINE OLD BROWN	1893	31.50	
Equally soft, over 20 years in wood.			
For Price Lists, &c., apply to—			

1893

Linstead & Davis, Agents.

THEODORO VAFIADIS & CO.

MANUFACTURERS OF

HIGH CLASS

EGYPTIAN CIGARETTES.

FACTORY, CAIRO (EGYPT)

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[313]

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FOR

1901.

THE THIRTY-NINTH ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Nether-
lands India to Siberia, in which Europeans reside.

Not only is the Directory as full and complete in each case as it can be made, but each Colony
Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which
will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with
the places, their History, Topography, &c., &c.
The Information in these Descriptions, consisting of a hundred interesting articles, packed
with facts concisely set out, and containing statistics of the TRADE of each Country and
Port, would alone suffice to fill a large volume.

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tsu, Sasebo, Miike, Hakodate, Taipeh, &c.

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CONTRACTORS OF COAL to the Imperial Japanese Navy, Arsenal and Railway Bureau;
Principal Railway Companies and Industrial Works; Home and Foreign Mail and
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SOLE PROPRIETORS of the Famous Miike, Tagawa and Yamano Coal Mines; and
SOLE AGENTS for Fukuro, Hokoku, Ichimura, Kanada, Kichika, Mannoura, Onoura,
Otsuji, Sonoda, Teubakara, Yoshinotani, Yoshie, Ynnokihara, and other Coal Mines.
[1331]

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FOOD**

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

[1330]

NOTICES TO CONSIGNEES

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

Captain Schmidt, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their Goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before 5 P.M.
TO-DAY.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company,
Limited, and stored at Consignees' risk and
expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 15th June will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 15th June, at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, 12th June, 1901. [1402]

THE PORTLAND AND ASIATIC STEAMSHIP COMPANY.

FROM PORTLAND (OR.) AND PORTS. THE Company's Steamship.

"INDRAVELLI,"
having arrived from the above ports, Con-
signees of Cargo are hereby requested to send
in their Bills of Lading for countersignature
and take immediate delivery of their Goods—
ship or from alongside.

Any Cargo impeding the discharge of the
vessel will be landed and stored at Consignees'
risk and expense.

Bills of Lading will be countersigned by
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 11th June, 1901. [1484]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"C. FERD. LAEISZ,"
Captain Fuchs, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned, and to
take immediate delivery of their Goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before 3 P.M.
TO-DAY.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company,
Limited, and stored at Consignees' risk and
expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 17th inst., will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 17th inst., at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, 10th June, 1901. [1462]

FOR SALE.

ONE SECOND-HAND

HOE NEWSPAPER

PRINTING

MACHINE.

PRINTING A SHEET 27½ BY 40

INCHES.

THIS Machine is in good condition, and
is being sold, as it has been replaced with a
Larger and Quicker Machine.

Apply—

MANAGER,

Hongkong Daily Press Office.

Hongkong, 1st April, 1901.

MACHINERY and SUPPLIES.

Engines, Boilers, Pumps,
Wood Working and Iron Working Machinery.
Saw Mills and saw mill Supplies.
Sugar and Rice Mill Machinery.
Mining and Milling Machinery.
Write for Catalogues and Prices of what you

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG & REG.	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	PARRAMATTA	Brit. str.	—	R. T. Cook, R.N.R.	P. & O. S. N. Co.	On 22nd inst., at Noon.
LONDON	MACHAO	Brit. str.	—	J. S. Stevenson	BUTTERFIELD & SWIRE	On 25th inst.
LONDON	GLENCARRY	Brit. str.	—	C. G. Talbot, R.N.R.	P. & O. S. N. Co.	On 28th inst.
LONDON	JAPAN	Brit. str.	—	—	—	On or about 29th inst.
LONDON	PROMETHEUS	Brit. str.	—	—	—	On 15th July.
LONDON	ALCIBIOUS	Brit. str.	—	—	—	On 23rd July.
LIVERPOOL DIRECT	GLAUCUS	Ger. str.	—	H. Süpmer	MELCHERS & CO.	On or about 15th July.
BREMEN, VIA PORTS OF CALL	SACHSEN	Brit. str.	—	T. H. Hide, R.N.R.	P. & O. S. N. Co.	On 27th inst., at Noon.
MARSEILLES & LONDON	SCOTCHIA	Brit. str.	—	Bouls	MESSAGERIES MARITIMES	On or about 15th inst.
MARSEILLES, &c., VIA PORTS OF CALL	NATAL	Fren. str.	—	G. Anderson	NIPPON YUSEN KAISHA	On 17th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP, V. S. POPE, &c.	HYACINTH MARU	Jap. str.	—	Mayer	HAMBURG-AMERIKA LINIE	On 28th inst., at Daylight.
HAVRE & HAMBURG	NURNBERG	Ger. str.	—	Schmidt	HAMBURG-AMERIKA LINIE	On 25th inst.
HAVRE, BREMEN & HAMBURG	SAMBIA	Ger. str.	—	Schneider	HAMBURG-AMERIKA LINIE	On 28th July.
HAVRE & HAMBURG	WUEZZBURG	Ger. str.	—	U. Dohren	HAMBURG-AMERIKA LINIE	On 9th Aug.
HAVRE & HAMBURG	ACILIA	Ger. str.	—	Ghezso	SANDER, WIELER & CO.	On 18th inst., P.M.
TRIPOLI, &c., VIA PORTS OF CALL	INDIA	Aus. str.	—	—	—	To-day.
NEW YORK VIA PORTS & SUEZ CANAL	HILLOLEN	Brit. str.	—	—	—	On or about 20th inst.
NEW YORK VIA SUEZ CANAL	GLENNATHRY	Brit. str.	—	—	—	On 10th July.
NEW YORK VIA SUEZ CANAL	INDIANI	Brit. str.	—	Williamson	MCGREGOR BROS. & GOW	On or about 1st Aug.
NEW YORK	ANABA	Amr. ship	—	—	—	On 10th July.
VANCOUVER, VIA MOJI, &c.	L. SCHIFF	Brit. str.	—	H. Mowatt, R.N.R.	CARLOWITZ & CO.	On or about 1st Aug.
VANCOUVER, VIA SHANGHAI, &c.	EMERALD OF INDIA	Brit. str.	—	O. P. Marshall, R.N.R.	CANADIAN PACIFIC R. CO.	On or about 1st Aug.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	DUKE OF FIFE	Brit. str.	—	J. S. Cox	DODWELL & CO., LIMITED	On 28th inst.
PORTLAND (OR)	INDRAVILLI	Brit. str.	—	—	—	On 28th inst.
SAN FRANCISCO	PEBU	Amr. str.	—	—	—	On 18th inst.
SAN FRANCISCO VIA SHANGHAI, &c.	AMERICA MARU	Jap. str.	—	—	—	On 18th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	BEIGIAN KING	Brit. str.	—	—	—	On 20th inst.
SAN DIPLO, &c., VIA MOJI, &c.	ATRIE	Brit. str.	—	S. John George	GIBB, LIVINGSTON & CO.	On 27th inst., at Noon.
AUSTRALIAN PORTS	ROSETTA MARU	Jap. str.	—	N. Tate	NIPPON YUSEN KAISHA	On 28th inst., at Noon.
AUSTRALIAN PORTS	TAIWAN	Brit. str.	—	—	—	On or about 14th July.
YOKOHAMA & KOBE	MARIA VALERIE	Jap. str.	—	Herbertovich	SANDER, WIELER & CO.	On 19th inst., P.M.
KOBE & YOKOHAMA	SADO MARU	Jap. str.	—	W. Thompson	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
MOJI, KOBE & YOKOHAMA	KAGOSHIMA MARU	Jap. str.	—	K. Kori	NIPPON YUSEN KAISHA	On or about 30th inst.
TIEN-TSIN	NANCHANG	Brit. str.	—	—	—	To-day.
SHANGHAI	WOOSUNG	Brit. str.	—	Eichbaum	SIMMSSEN & CO.	To-day, at 5 P.M.
SHANGHAI	FLANDRIA	Brit. str.	—	E. Spicer, R.N.R.	P. & O. S. N. Co.	To-day, at 4 P.M.
SHANGHAI & JAPAN	SHANGHAI	Fren. str.	—	Ginard	MESSAGERIES MARITIMES	On or about 18th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	WHAMPOA	Brit. str.	—	—	—	On 21st inst.
SHANGHAI	SUNDA	Brit. str.	—	E. R. Dowell	P. & O. S. N. Co.	On or about 21st inst.
SHANGHAI	MAITZBURG MARU	Jap. str.	—	K. Suzuki	MITSUI BUSSAN KAISHA	On 28th inst.
ANING, VIA SWATOW & AMOY	ANPING MARU	Jap. str.	—	S. Atsumi	MITSUI BUSSAN KAISHA	On 19th inst., at Daylight.
FOOCHOW VIA SWATOW & AMOY	DAIGI MARU	Brit. str.	—	K. Sobajima	MITSUI BUSSAN KAISHA	On 19th inst.
SWATOW	THALE	Brit. str.	—	Robson	DOUGLAS, LAPRAIK & CO.	To-day, at 10 A.M.
HAIPHONG	HAITONG	Brit. str.	—	Bathurst	DOUGLAS, LAPRAIK & CO.	To-day, at Noon.
MANILA	DIAMANTE	Brit. str.	—	A. Ramsay	SHEWAN, TOMES & CO.	On or about 14th July.
MANILA	DIAMANTE	Brit. str.	—	—	—	To-morrow, at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	LIGHTNING	Brit. str.	—	J. G. Spence	HAMBURG-AMERIKA LINIE	On or about 14th July.
BOMBAY, VIA SINGAPORE & COLOMBO	MIKE MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	To-morrow, at 3 P.M.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
SACHSEN	THURSDAY 27th June.
KIAUTSCHOU (Hamburg-Amerika Linie)	THURSDAY 11th July.
BAYERN	THURSDAY 25th July.
STUTTGART	THURSDAY 8th August.
KONIG ALBERT	THURSDAY 22nd August.
PRINZESS IRENE	THURSDAY 5th September.
PRINZ HEINRICH	THURSDAY 19th September.
PREUSSEN	WEDNESDAY 2nd October.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 16th October.
SACHSEN	WEDNESDAY 30th October.
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY 13th November.
BAYERN	WEDNESDAY 27th November.

ON THURSDAY, the 27th day of June, 1901, at Noon, the Steamship "SACHSEN," of the Norddeutscher Lloyd, Captain H. Süpmer, with MAILS, PASSENGERS, S. F. COLE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on TUESDAY, the 25th June, Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 28th June, and Passengers will be received at the Agency's Office until Noon on TUESDAY, the 25th June.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 14th June, 1901.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Tons	Captain	Proposed Sailing
DUKE OF FIFE	3,821	J. S. Cox	June 28th
OLYMPIA	2,837	J. Truebridge	July 16th
GLENORLE	3,750	W. Frakes	July 26th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG to LONDON, 252.

Excellent accommodation. First-class Table. Doctor and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG to NEW YORK, 248.

The Railroad traveling is second to none on the American Continent; two trans-continental trains daily from Tacoma. Dining Car is attached to trans-continental trains day and night.

TACOMA to NEW YORK in 4 days. Magnificent Scenery of the Rocky and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG to VICTORIA AND TACOMA, 235.

The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA.

TACOMA to DYER and St. MICHAEL.

Rates of Passage to other Ports on application.

A special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 8th June, 1901.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA, AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY. Twin Screw Steamships—5,000 Tons—10,000 Horse-Power—Speed 18 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

"EMPERESS OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 26th June, 1901.

"EMPERESS OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 17th July, 1901.

"EMPERESS OF CHINA" Comdr. E. Archibald, R.N.R. WEDNESDAY, 7th Aug., 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey.

an make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS.

Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

SPECIAL EXTRA SERVICE.

The Company's Steamers "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, leaving Hongkong as follows:—

"ATHENIAN" 3,882 Tons. Comdr. H. Mowatt. SATURDAY, 15th June, at Daylight.

"TARTAR" 4,425 Tons. Comdr. G. D. Bowles, R.N.R. About WEDNESDAY, 10th July.

Taking Cargo and Passengers for all points in CANADA and UNITED STATES.

In addition to their excellent Saloon Passenger accommodation, these steamers are especially adapted for 3rd CLASS EUROPEAN PASSENGERS, and usually make the run between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 8th June, 1901.

SHIPPING.

ARRIVALS.

June 12, Loosok, German steamer, 1,020, M. Fuchs, Bangkok 6th June, Rio.—BUTTERFIELD & SWIRE.

June 13, KATSURAMA MARU, Jap. str., 405, K. Hayashi, Chofuo 7th June, General.—CHINESE.

June 13, PROGRESS, German str., 687, P. Brandt, Tourn 10th June, General.—SIEMSEN & CO.

June 13, GLAUCUS, British str., 3,519, Thompson, Singapore 8th June, General.—BUTTERFIELD & SWIRE.

June 13, TAIKANG, British str., 1,544, Bowker, Shanghai 9th June and Swatow 12th, General.—JARDINE, MATHESON & CO.

June 13, BELGIAN KING, British str., 2,170, Chieles, San Diego 28th April and Shimonezaki 8th June, Coal.—BUTTERFIELD & SWIRE.

June 13, C. H. KIAN, Dutch str., 1,020, M. Giocho, Singapore 6th June and Mow 13th, General.—CHINESE.

June 13, DAJI MARU, Jap. str., 342, Sobajima, Tamani 9th June, Amoy 10th and Swatow 12th, General.—M. B. KAISHA.

June 13, HIRAKO, British str., 1,040, Murray, Crockett, Swatow 12th June, General.—JARDINE, MATHESON & CO.

June 13, OSLO, Norw. str., 778, O. Mathiesen, Moji 8th June, Coal.—SANDER, WIELER & CO.

June 13, SHANGHAI, British str., 2,163, E. Spicer, R.N.R., London 4th May and Singapore 8th June, General.—P. & O. S. N. Co.

June 13, AFRIKADE, German str., 611, Lorenzen, Canton 13th June, General.—JENSEN & CO.

June 13, KALGAN, British str., 1,158, Speed, Canton 13th June, General.—BUTTERFIELD & SWIRE.

June 13, TAISHUN, Amr. str., 1,216, Patterson, Canton 13th June, General.—CHINESE.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.

13th June.

Hoihae, French str., for Hoihow.

Bornidu, Italian str., for Singapore.

Sambha, German str., for Yokohama.

Machew, German str., for Swatow.

Loongang, British str., for Manila.

Sitawano Maru, Japanese str., for Singapore.

Katsuyama Maru, Japanese str., for Canton.

DEPARTURES.

June 13, HAMBURG, German str., for Europe.

June 13, BOMIDA, Italian str., for Bombay.

June 13, LOOKSANG, British str., for Manila.

June 13, HOIHAO, French str., for Hoihow.

June 13, MACHAW, German str., for Bangkok.

VESSELS IN DOCK.

13th June.

ABERDEEN DOCKS.—U.S.S. Bennington, Burnside, Meade, Union, Iris, Juno, St. Enoch, Prometheus, Zaire, Hailan.

COSMOPOLITAN DOCK.—Colonies, Simongan, München, Fei Hoo.

SHIPPING REPORTS.

The British steamer Hipsang, from Swatow 12th June, had light wind and fine and clear weather.

The British steamer Glaucus, from Liverpool and Singapore 8th June, had light westerly winds and fine weather throughout.

The Dutch steamer C. H. Kian, from Singapore 6th June and Hoihow 12th, had fine and continuous weather during the voyage.

The British steamer Loongang, from Shanghai 9th June and Swatow 12th, had fog with light S.E. wind from Shanghai to Gutalaf. From Swatow to port moderate to variable winds and clear weather.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the Owners will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

CLAYRING, British str., J. Barker.—Dodwell & Co., Ltd.

COMPANIA DE FILIPINA, Amr. str., D. Migus.

Orta.—Brandao & Co.

Evie J. Ray, American barque, Ester.—Sander, WIELER & CO.

Raza, British str., Amoy.—Standard Oil Co.

Witch, American ship, Howes.—Master

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES."

Captain Robson, will be despatched for the above port TO-DAY, the 14th inst., at 10 A.M.

For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 13th June, 1901. [1489]

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR HAIPHONG.

THE Company's Steamship

"HALLOONG."

Captain Bathurst, will be despatched for the above port TO-DAY, the 14th inst., at Noon.

For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 12th June, 1901. [1485]

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.

THE Steamship

"FLANDRIA."

Captain Eichbaum, will be despatched for the above port TO-DAY, the 14th June, at 5 P.M.

This Steamer has superior accommodation for First Class Passengers.

For Freight or Passage, apply to SIEMSEN & CO., Agents.

Hongkong, 11th June, 1901. [1478]

REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"HILLOLEN" 14th June

"LOWTHER CASTLE" 30th June

"HUDSON" About 17th July.

"HEATHBURN" "

"JUPITER" "

"SATSUMA" "

* Calling at MANILA.

For Freight and further information, apply to DODWELL & CO., LD., Agents.

Hongkong, 24th May, 1901. [878-1194-988]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING."

Captain J. G. Spence, will be despatched for the above ports TO-MORROW, the 15th inst., at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS & CO., Agents.

Hongkong, 13th June, 1901. [1244]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"DIAMANTE."

Captain A. Ramsay, will be despatched for the above port TO-MORROW, the 15th inst., at 3 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN TOMES & CO., General Managers.

Hongkong, 13th June, 1901. [1477]

THE OSAKA SHOSHEN KAISHA, LIMITED.

VESSELS ON THE BERTH. OCEAN STEAMSHIP COMPANY.

OUTWARDS.		
FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL.	"ALCINOUS"	On 15th June.
GLASGOW and LIVERPOOL.	"IXION"	On 20th June.
GLASGOW and LIVERPOOL.	"PELEUS"	On 25th June.
HOMEWARDS.		
FOR	STEAMERS	TO SAIL
LONDON	"MACHAON"	On 25th June.
LONDON	"PROMETHEUS"	On 15th July.
LONDON	"ALCINOUS"	On 23rd July.
LIVERPOOL DIRECT	"GLAUCUS"	About 15th July.

(Taking Cargo at London Rates)

S.S. "GLAUCUS" from GLASGOW and LIVERPOOL, has arrived, and will leave for SHANGHAI on the 16th inst.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 13th June, 1901.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WOOSUNG"	On 14th June.
SHANGHAI	"WHAMPOA"	On 21st June.
TIENTSIN	"NANCHANG"	On or about 30th June.
MANILA	"TAIWAN"	On or about 14th July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"TAIWAN"	On or about 14th July.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 13th June, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE, AND YOKOHAMA.

THE Company's Steamship

"SALAZIE"

Captain Girard, will be despatched for the above ports on or about SUNDAY NEXT, the 16th inst.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.

Hongkong, 11th June, 1901.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 17th June, 1901, at 1 P.M., the Company's Steamship "NATAL," Captain Bonis, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamship connects at BOMBAY with the S.S. *Armand Belin*, which vessel takes on her Passengers and Mails leaving that port on the 29th inst. direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 16th June. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 4th June, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with OREGON RAILROAD AND NAVIGATION COMPANY.

Operating the New First Class Steamships "INDRAVELL," "INDRAPTRA," "KNIGHT COMPANION."

between HONGKONG and PORTLAND (OR), calling at SHANGHAI, NAGASAKI, MOJI, KOBE and YOKOHAMA.

THE Steamship

"INDRAVELL"

will be despatched for Portland (Or.) on TUESDAY, the 18th June, 1901.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.

For through rates of Freight and further information, communicate with or apply to

ALAN CAMERON,
General Agent,
or to

SHEWAN, TOMES & CO.

Hongkong, 24th May, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (via SWATOW AND AMOY).

THE Company's Steamship

"MAIDZURU MARU."

Captain K. Sudaiki, will be despatched for the above ports on WEDNESDAY, the 26th June.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 13th June, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via

Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)

THURSDAY, July 4, 1901, at NOON.

HONGKONG MARU (via

Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)

TUESDAY, July 30, 1901, at NOON.

NYTPOO MARU (via

Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)

SATURDAY, Aug. 24, 1901, at DAYLIGHT.

THE Twin-Screw Steamship

"AMERICA MARU"

will be despatched for SAN FRANCISCO

via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU

on THURSDAY, the 4th July, 1901, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 12th June, 1901.

FOR NEW YORK

THE 3/4 A II American ship

"L. SCHEPP"

will load for the above port, and will have quick despatch.

For Freight, apply to

CARLOWITZ & CO.

Hongkong, 3rd June, 1901.

1414

VESSELS ON THE BERTH U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"PERU"	TUESDAY, 16th June, at NOON.
"COPTIC"	THURSDAY, 27th June, at NOON.
"CITY OF PEKING"	SATURDAY, 13th July, at NOON.
"GAELIC"	TUESDAY, 23rd July, at NOON.
"CHINA"	TUESDAY, 6th Aug. at NOON.
"DORIC"	THURSDAY, 15th Aug. at NOON.

THE P. M. S. S. Co.'s Steamship "PERU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU on TUESDAY, the 16th June, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines. Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,
ACTING AGENT.

Hongkong, 3rd June, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FUME AND TRIESTE.

(Taking Cargo at through rates to the BRAZIL, SOUTH AFRICA, MADRAS, RED SEA, BLACK SEA, LEBANT, VENICE and ADRIATIC PORTS)

THE Company's Steamship

"INDIA"

Captain Ghezzi, will be despatched as above on TUESDAY, the 18th inst., P.M., instead of as previously advertised.

For information as to Freight, apply to

SANDER, WIELER & CO., Agents.

Hongkong, 8th June, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR POCHOW via SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU"

Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 19th June, at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 6th June, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

P. E. Y. MOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"PARRAMATTA"

Captain R. T. Cook, R.N., carrying His Majesty's Mails, will be despatched from this port for Bombay, on SATURDAY, the 22nd June, at NOON, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

H. A. RITCHIE,
Superintendent.

Hongkong, 10th June, 1901.

1414

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "BELGIAN KING" ... About 20th June.

THE Steamship "BELGIAN KING" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE and YOKOHAMA on or about 20th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan, 16th May, 1901.

1414

"GLEN" LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENARTNEY."

Captain Warner, will be despatched as above on or about the 20th June, 1901.

For Freight or Passage, apply to

McGREGOR BROS. & GOW, Agents.

Hongkong, 18th May, 1901.

1289

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA."

Captain Williamson, will be despatched for the above port on or about 1st August, 1901.

For Freight, apply to

SHEWAN TOMES & CO., Agents.

Hongkong, 13th June, 1901.

1263

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"MARIA VALERIE."

Captain Berberovich, will leave for the above places on WEDNESDAY, the 19th inst., P.M.

For Freight or Passage, apply to

SANDER, WIELER & CO., Agents.

Hongkong, 12th June, 1901.

16

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE."

Captain St. John George, will be despatched for the above ports on THURSDAY, the 27th inst., at NOON.

This well-known Steamer is specially fitted for Passengers and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 11th June, 1901.

1427

"GLEN" LINE OF STEAMERS.

FOR LONDON.

THE Company's Steamship

"GLENHARRY."

Captain J. S. Stevenson, will be despatched as above on the 28th June.

For Freight or Passage, apply to

McGREGOR BROS. & GOW, Agents.

Hongkong, 30th May, 1901.

1381

THE UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRANI"

will be despatched for the above port on or about 10th July, 1901.

For Freight, apply to

JARDINE, MATHESON & CO., Agents.

Hongkong, 14th June, 1901.

1273

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA in connection with the CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897.

HONGKONG.

STEAMERS.

Apenrade, German str., 611, Lorenzen, June 9.

Jensen & Co.

Athenian, British str., 2,444, Mowatt, April 8.

C

